

# THE *Lagonda*

THE MAGAZINE OF THE  
LAGONDA CLUB



Number 201

Summer 2004



# DAVID AYRE



David Ayre in his 1927 H/C Lagonda during the London to Cape Town Rally

*"The only original pre war car to finish without major mechanical difficulties" John Brown Hero*

## LAGONDA BENTLEY INVICTA

International Rally Preparation

**World's largest stock of pre-war Lagonda spares**

- Complete restorations
- Maintenance
- Chassis straightening
- Full pattern service
- Valuations and appraisals
- Cars and projects bought and sold
- International client representation
- Covered transport

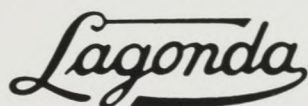
*Insurance work undertaken*

**PAST PROJECTS INCLUDE, FULL RESTORATION OF SPEED SIX BENTLEY  
CLASS WINNER AT PEBBLE BEACH**

David Ayre · Telephone/Fax +44 1635 268058 · Mobile +44 7785 365890  
E-mail: david@davidayre.com

**WANTED – PROJECTS OR PARTS**





## The Lagonda Magazine

e-mail: lagclub@tiscali.co.uk · Web Site: <http://www.lagonda-club.com/>

---

### LAGONDA CLUB LIST OF OFFICERS 2003/04

**President:** D. R. Hine

**Vice Presidents:**

A. Davey, A. W. May

**Chairman:** Clive Dalton

e-mail: caminsitu@aol.com

**Chairman Elect:** Brian Savill

e-mail: brian@lag16/80.fsnet.co.uk

**Hon Secretary:**

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

e-mail: lagclub@tiscali.co.uk

**Hon Company Secretary:**

Brigadier Stephen Matthews, Heathercoate  
House, Silchester Common, Reading RG7 2PG  
Tel/Fax: 0118 9700 300

e-mail: calleva@btinternet.com

**Hon Communications Officer:**

John Stoneman, 21 Main Street, Little Thetford,  
Ely, Cambs. CB6 3HA.

Tel: 01353 649494

Fax: 01353 648500

e-mail: johnstoneman@btinternet.com

**Hon Competition Secretary:**

Nick Hine, "Poppycorn", 30 Millcroft Way,  
Handsacre, Nr Rugeley, Staffs WS15 4TE  
Tel: 01543 492822

e-mail: nickhine@aol.com

**Hon Registrar & Newsletter Editor:**

Arnold Davey, 86 The Walk, Potters Bar,  
Herts. EN6 1QF.

Tel/Fax: 01707 651302.

**The Spares Service:**

Alan Hancock, The Old Mill House, Horsted  
Keynes, West Sussex, RH17 7AZ

Tel: 01825 791526

Fax: 01825 791754

e-mail: lagondaspares@onetel.net.uk

**Hon Editor:**

Ken Painter, Church Farm Cottage, The Street,  
Rickingham, Diss, IP22 1EQ.

Tel/Fax: 01379 890653

e-mail: kenpainter@expertise333.freemove.co.uk

**Events Finance Officer:**

Michael Drakeford, Hillcrest, 21 Abbotswood,  
Guildford, Surrey GU1 1UX

Tel: 01483 567291

Fax: 01483 564734

e-mail: michaelwdrakeford@hotmail.com

**Other Board Members:**

John Batt, Reynard House, 49 Ampthill Road,  
Maulden, Beds MK45 2DH

Tel/Fax: 01525 402935

Kevin Lloyd-Bisley, 62 Updown Hill,  
Windlesham, Surrey GU20 6DT.

Tel: 01276 452723

Fax: 01276 475351

e-mail: kevinlloyd@aol.com

Mark Yeomans, The Corner House, Birlingham,  
Pershore, Worcestershire WR10 3AB

Tel: 01386 750251

Peter Blenk, 65 Perrymead Street,  
London SW6 3SN

Tel: 020 7731 7484

Fax: 020 7731 2836

e-mail: perterblenk@aol.com

**USA Representative:**

Rudy Wood-Muller, P.O. Box 403, 51 Bill Hill  
Road, Old Lyme, CT 06371, USA

Tel: 001 860 434 1996

Fax: 001 212 226 4909

e-mail: lagondausa@aol.com

**Netherlands and Belgium Representative:**

J. J. Dolleman, Hendrik Kraemer Park 6,  
2341 GT Oegstgeest, The Netherlands

Tel: (+31) 715 123918

Fax: (+31) 715 145922

**Germany Representatives:**

Roland Danner, Kleingschaidt 79,  
D-90562 Heroldsberg, Germany.

Tel: +49 (0) 9126 288 472

Fax: +49 (0) 9126 288 374

e-mail: rusedanner@t-online.de

Rudolf Ernst,

Schoenaich-Carolath-Snr. 22,  
D-22607 Hamburg, Germany

e-mail: RudErnst@aol.com

**Yahoo newsgroup: <http://groups.yahoo.com/group/Lagonda>**

---

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

---



# Contents

From the Driving Seat . . . . .	5
Suffolk Dinner . . . . .	6
Spring Social . . . . .	11
Northern Dinner . . . . .	12
Jersey Festival . . . . .	15
Souther Area Driving Tests . . . . .	16
V12 Restoration . . . . .	20
Northern Gathering . . . . .	32
Letters . . . . .	38

FRONT COVER

Alan Brown in fine form as usual at the Northern Dinner, see page 12 for the sordid details!

Picture: Tim Gresty.

# £5 for *YOU* – £5 for *YOUR CLUB*

Take out a two year subscription to *The Automobile* and we will donate £5 to your Club's funds AND give you a £5 discount. This is in addition to the £11 saving ordinary subscribers make over the retail price. The offer applies strictly to first time subscribers who are UK Club members. For a FREE sample issue, index of past articles and general information, please telephone Margaret Clark on 01932 589969.

PS Please apply using the form, or photocopy if you like, remembering to fill in your Club details. Offer applies to UK residents.

## CLUB MEMBERS' SUBSCRIPTION OFFER

# The Automobile

Yes, I wish to take out a 24 month subscription at the special club rate of £62 (saving £16 off shop prices) commencing with the .....issue.

I enclose cheque/PO for £62.00 payable to:

Enthusiast Publishing Limited

OR charge my SWITCH or VISA/MASTERCARD card no:

[illegible]

Expiry     /     /

Issue No (Switch only) .....



Send to: Enthusiast Publishing Ltd, Holmerise,

Seven Hills Road, Cobham, Surrey KT11 1ES

or contact our Subscription Hotline

**Tel: 01932 589969. Fax: 01932 862430**

**E-mail: [brendahart@theautomobile.ndirect.co.uk](mailto:brendahart@theautomobile.ndirect.co.uk)**

My Club.....

My membership no.....

My name.....

My address.....

.....

.....

.....

.....

Post Code.....

My telephone no.....

C.99



# From the Driving Seat

**Ken Painter**

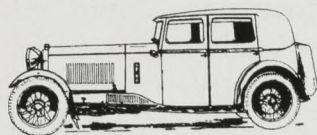
THE PAST FEW weeks have seen the usual seasonal increase in Club activities and this edition of the magazine reflects this. As a result, I have to admit that there are several more articles, particularly on technical subjects, that have been held over for future editions. If your masterpiece is among them, then please be patient. When the magazine is put together, the first priority must be given to accounts of recent events, as they are 'time sensitive' and need to be published at the earliest opportunity. The remainder of the magazine is given over to technical or historical material and the order in which articles are published may well be determined by the amount of space available. This does not mean that longer articles will necessarily be at the back of the queue, but it might help explain why some articles are not published as quickly as the author and your editor would wish. Letters are seldom, if ever, held over for future editions and are always very welcome.

Although there seems to be little visible progress on the editorial 2 litre it does not mean that work has slowed. My 'parts degreasing tank' is an ex-army hot food container that can hold 25 litres of

degreasing fluid as well as a number of quite large chunks of Lagonda. It is simply amazing how tenacious the baked-on grease on long disused components can be, but a long soak in the tank works wonders. For very good reasons I won't bore you with, my springs have not yet been sent away for re-setting and I have now been promised some useful technical data on this topic. Many years ago, I sent the rear springs of my 3½ litre back to the original makers for re-tempering. They looked spectacular when I got them back, but promptly assumed a marked reverse camber when they were fitted on the car! They were sent back within hours and were sorted properly on the second attempt.

I am still working on my list of parts that I now know I don't have. Sometimes it comes as a shock to find that the parts I have don't actually fit together as I hoped they would. My collection of hubs was found to consist of five rears and an un-matched pair of fronts, the inlet manifold doesn't fit either of my two carburettors and one of the chassis brackets to hold the engine is a different depth from the other three. Life is full of little surprises!

**LAST DATE FOR COPY FOR THE AUTUMN MAGAZINE IS  
... SATURDAY 25TH SEPTEMBER 2004 ...**





# The Suffolk Dinner- 27th March 2004

## *Malcolm Burgess was there*

WITH SPRING BARELY a week old and BST starting at 2 a.m. the next day, it was a cold, windy and overcast Aldeburgh that greeted the fourth annual migration of Lagondas and Rapiers (or, at least just their owners in many cases) to a warm watering hole called The White Lion situated on the 'front' facing the sea. Previously, the Suffolk Dinner was held at The Melton Grange Hotel in Woodbridge until its sudden closure in 2000. Since then, we have congregated at The White Lion, which is a great improvement - apart perhaps, from the lack of adjacent parking spaces due its popularity with the locals.

Marion and I, who were going to be sharing a holiday home with Jean and Dave Williams and John Laughton, travelled in our recently acquired 16/80 to Aldeburgh on Friday. We did not see any Rapiers or 'big' Lagondas on route or in the vicinity of the hotel upon our arrival. A well needed hot cup of tea at the holiday home helped to thaw us out, particularly poor Marion who had suffered 98% of the journey with hood down! (Fixed head Rapiers do have their advantages, especially at this time of the year).

On Saturday afternoon, there was the usual open house at the Pilgrims' in Bredfield, with a splendid spread of home-made cakes etc. and copious amounts of tea. Not as many as expected took up the invitation which was probably due to having to leave room for the dinner later on that day. I wonder if Mike, Ann and their houseguests had to have cake for breakfast the next morning!

By about 7 PM, the bar of the White Lion was rapidly filling up with smartly dressed ladies and gentlemen who were either shouting greetings to others over

the hubbub or discussing Lagondas and at just after 7.30, Mike Pilgrim, Master of Ceremonies called us for dinner.

Last year, 74 sat down to dinner, which I understand was a record for this popular social event in the calendars of the Rapier Register and Lagonda Club. However, there were only 48 diners this year, which also happens to be the 70th anniversary of the Rapier. I am pleased to say that there were some new faces this year. These were Lagonda Club members Andrew Elphistone and Min Dinning, Allan & Lori Lloyd and Bob & Pauline Allin. Martin Whitworth said grace and we all sat down to enjoy our dinner.

After the meal and the Loyal Toast, Mike Pilgrim welcomed us all, introduced the new faces and asked if we had all signed the two menus that had been circulated. These were to be sent with best wishes to Ted & Eve Fuller (President and founder member of the Rapier Register) who had written to send greetings to all and to say that they are now finding the journey too much, and to Christopher & Monika Magawly who usually attend with their Rapier all the way from Germany but were prevented this year due to a recent operation on Christopher's hand. We wish him a speedy recovery so that he can start 'Rapiering' again.

The guest speaker this year was Colin Bugler, Hon. Secretary of the Lagonda Club.

We heard about his 50 years' connection with Lagondas starting with the purchase of a yellow Rapier in 1953, and which, according to Colin, altered his life. Over a period of 20 years, Colin was the proud owner of 3 Rapiers and a 4½ and today, regularly campaigns an LG45, a 2L and a Rapier on the racetrack.





*The lovely 16/80 of Malcolm Burgess*



*L to R: Martin Whitworth's 16/80, Mike Pilgrim's Rapier FHC, the 2 litres of Laurie and Cherie Taylor and Colin Mallett and Colin Bugler's LG45*





*Malcolm Burgess's 16/80 and Frank Tuff's 14/60 saloon dwarf Mike Pilgrim's Morgan 3 wheeler*



*Ian and Mary Shipman chat to Tony Wood and Dave Williams as they prepare to leave*



All in all, an amazing achievement, which, with Valerie's wonderful support, will continue, we hope, for many years to come.

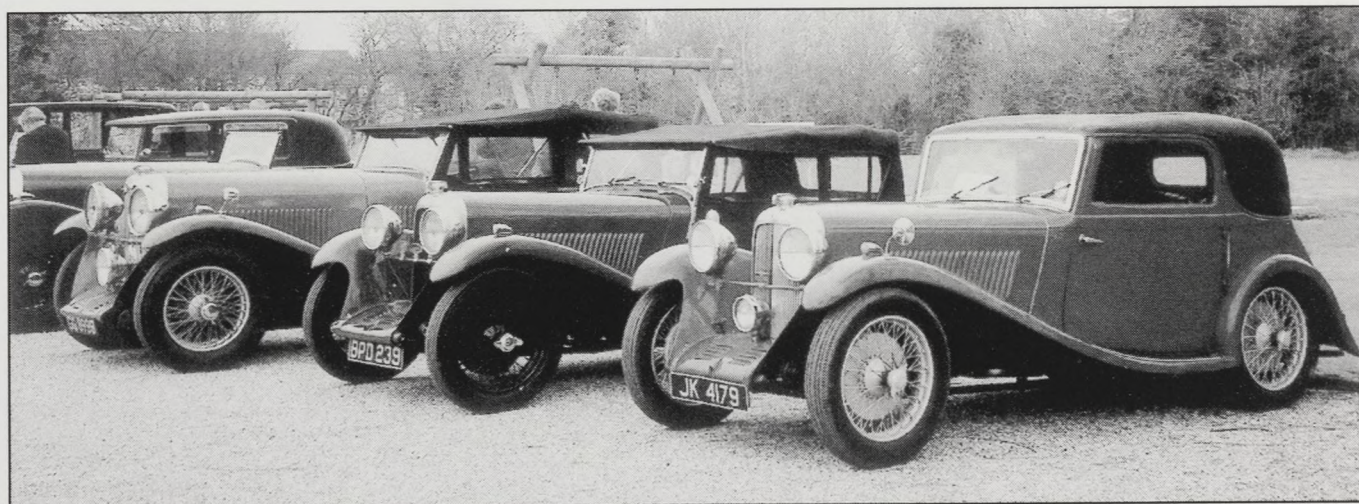
During the speech, I became aware that Dave Williams, last years' winner of the Gary Guiver Gong for the Rapier travelling the longest distance to the Dinner, was frantically carrying out some emergency repairs to the Gong, which had parted company with the ribbon. Armed with a sewing repairs kit provided by the hotel staff, this was successfully completed in time to be presented to Tim Metcalfe, this year's winner with his extremely fast Le Mans Replica, JY 4416. We then heard from Jean and Dave Williams about the success of Dave's sponsored hair, moustache and beard removal and Jean's sponsored drastic haircut although there was no evidence of it now. Each had raised £1000 with £1500 going to the RNLI and the balance to the Mid Wales Air Ambulance appeal. Everybody agreed that these were commendable sacrifices although I must say that that the 'new look' Dave suits his youthful attitude to life and all things Rapier. Ann Pilgrim then 'demonstrated' the new Rapier Register caps and sweatshirts and encouraged all to order ASAP so that the club's image can be promoted during the trip to Le Mans in June. Ann also announced that she had again brought

the large collection of photo albums for all to see. We then circulated amongst the tables viewed the albums and most probably ended up discussing all things Lagonda. With an hour being 'lost' this night, most retired to their cots a little earlier than on previous occasions.

The following morning saw the now usual re-location of cars and occupants to that very popular Old Mill House at Saxtead Green for lunch. Mike Pilgrim had arranged for some reserved tables and this made it very easy for all to sit down and continue the discussions that started in the car park where a total of 5 Rapiers and 10 'big' Lagondas were on parade. These included Frank & Linda Tuff's 14/60 saloon, my 16/80 tourer and the splendid 2 litre LC tourer of first timers Dick & Marion Lamb who could not get to the dinner. We were also joined by Roy Dunlop with his Ranalagh-bodied Rapier, Philip & Linda Paiolo with their M45 tourer, Rosemary White and Paul & Margaid Nickalls.

By the time everyone had lunched, another wonderful 'Suffolk' weekend was rapidly coming to an end. Although the sun did not make an appearance, at least the rain held off and we all started to wend our way home.

Once again, Ann & Mike Pilgrim had made all the arrangements and Iain White provided the elegant menus. Our thanks go to them all.



*Martin Whitworth's 16.80, Malcolm Charles' very early Abbott Tourer Rapier and Mike Pilgrim's late Abbott FHC Rapier*



Cars Attending the Dinner and/or The Old Mill, Saxtead Green:

Rapiers

Malcolm and Angela Charles

BPD 239

Roy Dunlop

DPL 18 Sunday only

Tim Metcalfe

JY 4416

Mike and Ann Pilgrim

JK 4179

Ian & Mary Shipman

CS 1116

"Big" Lagondas

Peter Blenk

V12 saloon

MG 6280

Colin & Valerie Bugler

LG45 TT Rep

AYS 620

Malcolm & Marion Burgess

16/80 tourer

KY 5813

Dick & Marion Lamb

2 ltr L/C

GP 748 Sunday only,  
also 1st time

Colin & Amanda Mallett

2 ltr H/C

NF 7076

Philip & Linda Paiolo

M45 tourer

AEL 693 Sunday only

Brian & Joyce Savill

16/80 saloon

AGO 295

Laurie & Cherie Taylor

2 ltr H/C

KW 2102

Frank & Linda Tuffs

14/60 saloon

TU 5992

Martin & Betty Whitworth

16/80 tourer

GG 8999



*Colin Bugler sings for his supper, Valerie looks on*



# Spring Social, Maulden, Saturday 22nd May

*Susie Batt's report on a great day out*

THIS YEAR OUR area Spring Social returned to Reynard House on a dry and fairly warm late May Saturday afternoon. John tidied and prepared the paddock, whilst our friends Ian and Mary North (16/80) erected a large gazebo.

A barrel of Youngs bitter complemented a selection of generously donated home-made cakes ready for tea after everyone had enjoyed their picnics.

The day was very well supported, with a nice selection of Lagondas of all types, although I am still not an expert

on individual models! Also, some interesting moderns were placed in line opposite the Club cars, altogether making a fine display.

The "Split the Pot" raffle was won by John Breen's daughter Rachel, who had arrived in her classic Lotus. The beer ran dry and, as the evening drew in, the last to leave at the end of an enjoyable day were the Parkers, Terry in his racing Aston DB and son Tim with his newly acquired 2 litre, previously owned by Denis Nichols.



*Good weather, good beer, good company and lots of Lagondas. What more could you want?*



# The Northern Dinner 2004 Friday 14th May 2004 Monk Fryston

*Tim Gresty wields pen and camera to record the scene*

THERE'S A LINE in Spike Milligan's epic Irish novel of chaos and comedy Puckoon, concerning the central character Milligan:

*'I tink I'll bronze me limbs'. He rolled his trousers kneewards revealing the like of two thin white affairs of the leg variety. He eyed them with obvious dissatisfaction. After examining them he spoke out aloud. 'Holy God ! Wot are dese den? Eh?'*

Absent and celebrated friend Herb Schofield would have relished the scene. The irreverent mayhem of the Goons was tailor-made for his mischievous humour. The 2004 Northern Dinner did its best to compete.

Alan Brown, standing on the Top Table, his trousers round his ankles revealing "two white affairs of the leg variety", with his puckish face framed by a well-worn toilet seat bearing the legend 'Northern Secretary's Trophy'. As organising genius, Roger Firth manfully striving to bring decorum to the proceedings, but spoiling the effort by providing Mr Brown with a clock that went backwards. David Hine relating the monologue of Leopold Alcock with appropriate lugubriousness, à la Jake Thackray. Clive Dalton urbane-ing his way through the proceedings. Rudy Wood-Muller smiling that enigmatic transatlantic smile. John Batt climbing dizzy new heights of Lagonda erudition. Trophies becoming parted from bases. It was that sort of evening, with the laughter of friendship that the Lagonda Club does so well. Eat your heart out,

those other more reverent one-make clubs that specialise in a certain sort of Home Counties pomposity. Welcome to the North.

For more years than most care to remember, the polite gentility of the Monk Fryston Hotel has endured the invasion of the Lagonda Club for a night of good food, great friends, and riotous fellowship.

From Friday lunchtime, the Lagondas rolled up, and began gently seeping oil onto the drive as their owners greeted friends, scoffed substantial sandwiches, and commenced that steady intake of alcohol which helps us remember everyone else's names. Lunch slipped seamlessly into pre-dinner drinks. The front of the Hotel benefited from a smart line-up of the blessed breed, a host of beautiful ladies (plus confusion from a distance, courtesy of Alan Whitehead in a kilt) and the warm glow of evening sunshine.

59 members and friends sat down in the splendid Haddon Room to a fine dinner of Smoked Haddock Gratin, Beef Wellington and Crème Brulee, with not a low-calorie dish in sight. At least most of us thought it was a fine dinner, although the President's Lady suggested it fell a little short – which is exactly what a couple of members did towards the end of the evening, including a gentleman of Greek extraction who claimed someone had broken into his room during the night, and thrown his clothes on the floor.





*Some of the cars at Monk Fryston*



*Roger Firth presents 'that clock'*





*Comp Sec Nick Hine and Chairman Clive Dalton admire the Densham Trophy before it is awarded to Tim Wadsworth*



*Jo Moss's Invicta and Richard Campbell's Lagonda, Westmount Hill Climb. Jo's competition number is very appropriate!*



# Jersey Festival of Motoring 2004

*Jo Moss makes her first event of the year a very special one*

THE FESTIVAL OF Motoring in June this year was to be the first competitive outing of the season for RRM, and Paul and I also planned to make a bit of a holiday out of it too.

We travelled a couple of days before the Festival was due to start, and enjoyed the usual friendly atmosphere and lovely climate that Jersey has to offer.

The Festival itself started on Friday 4th June with the lunchtime Vin d'Honneur at the Town Hall in St Helier, followed by scrutineering for the competition cars, and then the Moonlight Sprint on Victoria Avenue on Friday evening. Our class consisted of Nick Hine's very fast Lagonda 4½ litre, Richard Campbell's Lagonda 4½ litre, RRM and Judith Genée's (the event organiser) Talbot 110. RRM came 3rd on the quarter mile sprint, behind Nick and Richard - it was a super evening with the last timed runs in the dark, Le Mans 24 hour style.

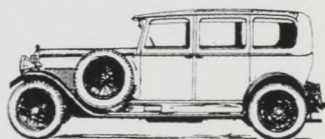
Saturday was reserved for Westmount hill climb and we were treated to a glorious sunny day, which made us feel more like sunbathing than dressing up in fireproof overalls, helmets, gloves, etc RRM managed 2nd to Nick's Lagonda, taking almost a second off last year's previous best time at Westmount in the process - much to my delight.

The evening venue was 'The Garden Restaurant' at the Jersey Potteries for a BBQ and get together. Paul and I had a beautiful drive back afterwards - a warm starry evening and empty roads - perfect conditions for enjoying a vintage car to the full!

Sunday 6th June was another very hot day, with the option of Mount Bingham hill climb for the competitors or a treasure hunt for the touring cars. As this was also to be the day of my 40th birthday we chose to be lazy and do nothing except watch the hill climb! (Nick Hine again won the class, with Richard Campbell in second place)

The evening Gala Dinner was held at the 'Hotel De France' in St Helier this year and very quickly degenerated into a 40th birthday bash! As soon as we walked into the dining room, our seating arrangements became obvious due to the five huge '40' balloons attached to our table! We had the most amazing evening, and it certainly made a brilliant end to another excellent Festival of Motoring. I was not allowed to leave the balloons behind, and they came all the way home from Jersey tied to the back of the Invicta, and all managed to survive intact!

Postscript - Paul and Jo also got engaged in Jersey for her 40th Birthday, so it really was a weekend to remember. Congratulations to you both! K.P.P.





# Southern Area Driving Tests

## *Michael Drakeford gets things moving once again*

GATHERING CLOUDS DID not deter 22 cars and the entourage of about 75 brave persons from attending the Lagonda Southern Driving tests, which were run under the MSA Gymkhana rules at Ripley on 20th June. Phil Erhardt proposed the idea, which resurrected an event held on a regular basis some years ago.

Phil persuaded the local farmer to lend us the field, and saw that it was suitably cut to a length that disclosed any rabbit holes and was sufficient to reassure the owners of our lovely cars that they were not to find that they were participating in a rutted pasture. Thanks go to him for arranging the pub food, and setting out the field. Two of the tests, the bucket on the head, and the judging of the car width, were down to him. Very apt I'm sure. He was also responsible for inviting local Bentley owners along.

After a leisurely lunchtime, the event started about 2.30. As the thunderclouds were gathering, yours truly decided that the way to encourage others was to have a go first. The basis is that if MWD can do it, anyone can. All six tests were attempted in a below average fashion, to encourage others of course.

Half of the tests were seen at the AGM last year and came as no surprise to the regulars. The first was the reversing into the garage, as close to the wall as possible. Phil introduced the idea that a reversing mirror, rather than a turn of the head, should be used. The next was to get drivers in and out of three garages in quick succession, and in a short a time as possible. Thirdly, participants had to judge the width (girth) of the car with the doors open. Thank goodness we do not have to do that for real. Nick Jubert had

the fortune, in his M45 DHC, of having two doors of the same size. Others were not so lucky.

The fourth was the running with two petrol cans, an idea purloined from VSCC Madresfield, and used at the AGM. It helps to the judge fitness levels of participants. Then the favourite of the all too short Rapier owners, the cans on sticks. Malcolm and Marion Burgess in their Rapier coupe succumbed to the complexity of this one, while Richard and Sue Reay-Smith, having done it before, were able to judge their time to the second and attracted no penalties at all.

The final test was the bucket on the head job. Forward into a garage, navigated by your passenger, bucket off, and reverse back to the start line. Having a strange sense of humour, Phil built an 's' bend into the trip, which caused my clutch to heat nicely, probably because I was slipping it to slow down AUL720, no doubt because I had left the hand throttle out! The Bentley 6 ½, of Terry Taylor was steaming nicely for this one, so perhaps it was not solely my incompetence. On the other hand a plaudit must go to Peter Blenk who managed the bucket whilst seated in the V12 saloon. No small feat. Be assured that this test will not appear at the AGM!

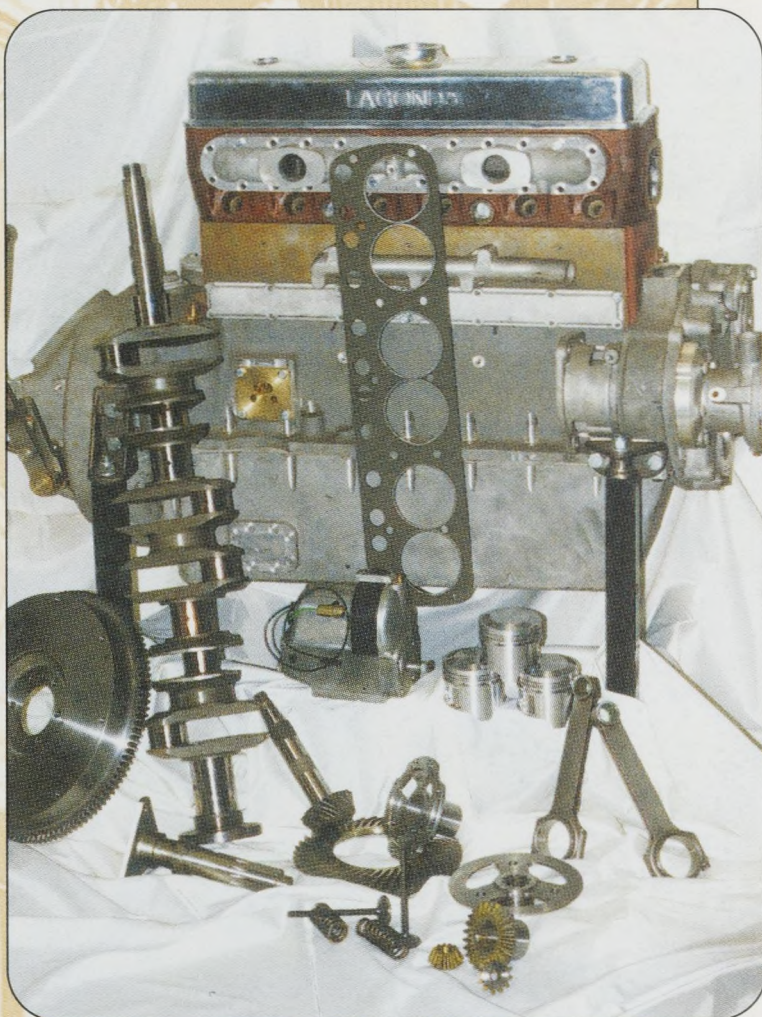
Joining us were a number of Bentleys. They were truly magnificent. A gorgeous 1970s saloon arrived at the field, but departed soon after lunch. Perhaps the grass was not short enough. Other Bentleys there included a 3 litre, a 4½ and the 6½ mentioned above. They were all beautifully turned out, although only one participated. Talking of participation, Andrew Rothwell turned up with Sophie, and Alex Hazell with



# BELGIUM RAPIDE SPARES ENGLAND

With a fully trained team and 3200sqM workshop. These are just a few of the things done by our 10 full time engineers in Belgium.

- ❖ Bodywork
- ❖ Crack testing
- ❖ Electrical wiring
- ❖ Engine Building
- ❖ Engine Development
- ❖ Engine Testing Bed
- ❖ Full Restorations
- ❖ Gearbox rebuilding
- ❖ Race / Rally prep
- ❖ Servicing
- ❖ Upholstery
- ❖ Computer controlled Rolling Road
- ❖ TIG and MIG welding to certified standard
- ❖ World-wide new spares service



For your requirements please phone. We speak English, German, Dutch and French.

**LMB Racing**

Wijnegemsteenweg 110 - B-2160 Wommelgem, Belgium - Tel: +32-3-354.05.52  
Fax: +32-3-354.05.56 - website: [www.lmbracing.be](http://www.lmbracing.be) - e-mail: [info@lmbracing.be](mailto:info@lmbracing.be)





*Nick Jubert being measured for his girth*

## VINTAGE SERVICE IN THE NORTH EAST



### I & J Macdonald Limited

MAIDEN LAW GARAGE, HOWDEN WORKS  
LANCHESTER, DURHAM DH7 0QR

**SPECIALISING IN THE MAINTENANCE AND  
RESTORATION OF VINTAGE, PVT & CLASSIC CARS**

#### LAGONDA

Over 40 years' experience, especially with 4½ litre and Rapier models.  
Many new and used parts.

#### MORGAN

Main dealer since 1966. Cars, parts, accessories, restoration, servicing.

#### ALL CARS

Full mechanical restoration to the highest standards.  
Race & Rally preparation. Engine balancing & rebuilding.  
Rolling road dynamometer for tuning, carb jetting & development.

#### Contact us

Tel: 01207 520916  
[www.macdonald-racing.com](http://www.macdonald-racing.com)

Fax: 01207 529860  
e-mail: [info@macdonald-racing.com](mailto:info@macdonald-racing.com)



Alyssa. Both the chaps did valiant work as marshals, as did many others, but as the conditions deteriorated in to a summer monsoon, they both forgot to participate. Personally I think Andrew can be forgiven because his mind was clearly on other things as he and Sophie were to marry in 10 days hence. We all send our best wishes to them both.

As mentioned the weather did its worst, I could but wonder how the other participant, Stephen, Matthews, with

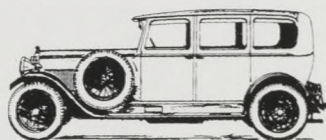
Rebecca and Harry managed to get back to Silchester. They left, open style, and headed for the centre of the storm.

A bottle of champagne went to the winner, Nick Jubert, in his M45 DHC and the runner up, Peter Taylor-Clarke, in his 16/80, respectively.

Our thanks go to Phil and Sally, the brave participants, and the stalwart marshals, who became the wettest of the lot. Surely the weather must improve for next year.



*A leisurely lunch at the Southern Driving Tests. Photo: Peter Lloyd*





# A Prototype V12 DHC, ARD 246, Chassis Number E3046

## *Johnathen Oppenheimer gets a new toy*

IN THE AUTUMN of 2000 I was the contented owner of two Lagondas, a charming, fast and eminently usable Rapier Eagle Replica bought from Paul Nickalls earlier that year, and an admirably original V12 medium chassis saloon. I had no intention of parting with either, or adding to my collection.

The V12 was the middle-aged realisation of an adolescent dream, stemming from my first driving experiences in my father's V12 saloon. Having had very little use for many years when I bought it from Jeremy Wade, it was initially far from trouble-free, and of course it was off the road for several months after its little contretemps with a Renault 16 during the first day of the Centenary Champagne Rally. The front suspension, steering and brakes were rebuilt by Roach Manufacturing and regular gentle exercise and carefully prioritised work by Brian Bishop (now of BishopGray) had improved it dramatically, to the point where I no longer feared the worst every time I drove the car any distance. This strengthened my intention to keep it indefinitely.

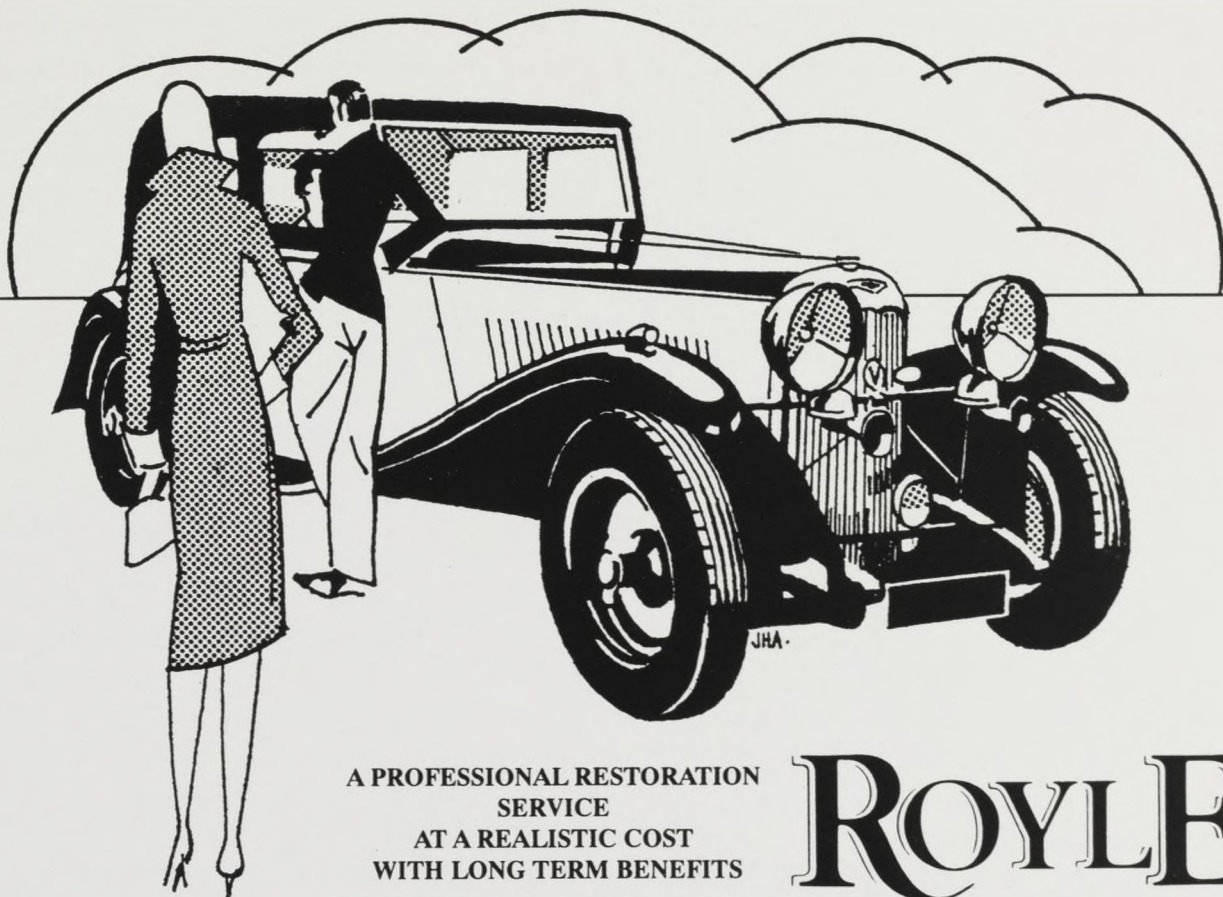
Then an issue of the Lagonda Magazine arrived, carrying a full-page advertisement for the prototype V12 drophead, ARD 246. Although the text revealed that the car needed total restoration, there was a picture which turned out to be somewhat misleading, in that it showed ARD as it had been, probably in the late 1950's! The engine, at least, was said to have been totally rebuilt at great expense, and the asking price, for a restoration project, was hefty.

My first reaction was that of any sane person - I passed on immediately to the rest of the magazine's content.

I cannot explain why, over the next few weeks, I kept looking back at the ad, or why, eventually, I called the would-be vendor. From this call I learned that although several people had looked and one had made an offer, this had been refused and the car was still available. Thus it was that on a freezing day in January 2001 I found myself, accompanied by Brian Bishop and Denis Carter, examining the contents of a dimly lit corrugated iron barn in rural Herefordshire with ARD's owner. We gazed with a mixture of excitement and shock at the partly-bodied chassis of what had once been a very special car indeed. It was a very sorry sight!

The wings were off, as was the bonnet, and the hood was in a state of collapse. The seats had, at some time, been re-covered in Rexine and removal of a plastic sheet revealed naked camshafts as the engine was without its cam covers. These, we were told, had been polished, and were therefore in the owner's bedroom for safety. This gave us some idea of how the restoration had been approached: the car looked like a basket case but its cam covers were shiny! The door-pillars were clearly completely rotten and the doors were held in place with string; nevertheless, the unmistakable swage line crossing scuttle and doors showed that this was ARD 246, illustrated, in all its earlier glory, in both Seaton's and Holthusen's books. It is always hard to imagine how such a beautiful machine can be allowed





A PROFESSIONAL RESTORATION  
SERVICE  
AT A REALISTIC COST  
WITH LONG TERM BENEFITS

# ROYLE

There is something about Lagondas that appeals to people, whether it is the styling, the fine engineering or the quality of the coachwork. Whichever it is it certainly attracted me, I have owned and enjoyed Lagondas for forty years. This company was founded because of them and our long established team of craftsmen and engineers have now restored over 700 motor cars in our Staindrop workshops (not all of them Lagondas!)

Our customers have seen the benefits of our professional approach and the high level of control that we can maintain due to most of the restoration work being carried out in-house in our well equipped workshops.

DAVID A. C.  
**ROYLE**  
& CO. LTD.

VINTAGE MOTOR CAR  
RESTORATION

The Old School  
Staindrop Nr. Darlington  
Co. Durham DL2 3NH England  
Tel. Staindrop (01833) 660452 or 660630  
Fax. 01833 660834  
<http://www.david-royle.co.uk>  
[enquiries@david-royle.co.uk](mailto:enquiries@david-royle.co.uk)

Registered with the Conservation Unit of the  
Museums and Galleries Commission



to deteriorate to such an extent, but it appears that ARD was damaged in an accident in about 1960. Although there were signs of some very poor repair work, it may have been off the road ever since, passing through a number of barns and as many hands, each owner thinking they would restore it and each one doing no more than a bit of dismantling before accepting defeat in the face of the daunting and expensive task ahead.

Eventually, the owner suggested that we go inside to see the rest of the car, which was in his room. I welcomed the prospect of warmth, only to find that it was colder in the house than outside! In the owner's bedroom we were confronted with numerous parts, some wrapped in newspaper, others in a large number of cardboard boxes.

Two further visits were made to check through the boxes of bits. To my amazement it appeared that nothing substantial was missing, and that every part had "Ex" for "experimental" in front of its part number. Lengthy negotiations by telephone followed, as well as considerable correspondence. I was determined to rescue the car from what seemed like inevitable and accelerating decline in the hands of someone who had already owned it for twelve years and was clearly never going to restore it. He knew that the only sensible thing to do was to sell it to someone who would carry out the restoration, but still found it very hard to part with it. In the end, agreement was reached and a deposit was paid, but there was still a last minute hitch when he tried to change his mind on the very day I had arranged to collect the car!

Finally, in March, the corpse was delivered to my firm's factory in Woolwich, to the undisguised amazement, mixed with pity, of colleagues who already doubted my sanity but were now convinced that I was probably a danger to myself and

others! It remained in Woolwich for some weeks while I worked out where to start. The first decision was that the saloon, FGX 978, had to be sold to help fund this huge project. Of course the market for V12 saloons is not vast, but in the end I only advertised in the club newsletter and the car went to a good new home a few months later. It is still in the club and its new owner, Neale Edwards, seems to be enjoying it thoroughly, and won the Robbie Hewitt Trophy with it at this year's Brooklands Society Reunion!

Having secured possession of ARD, I wanted to know more about its early history. The bulging file that came with it related mainly to the last owner's attempts to get started with the project. An enormous amount of paper had been generated but with little to show for it. However, there was a buff log-book, which gives the six keepers between 1953 and 1958! Clearly no-one liked the car enough to keep it long, although one of these was a garage, after which the car went back to its previous owner.

There was no information prior to this, so I asked Maurice Leo for a copy of the build sheet and early service records, which he had been able to provide me for FGX 978 and for my father's old car JPH 407. Unfortunately all the information on ARD is missing from his files, so if anyone has these, or any other information relating to the early history of this unique car, I would be most grateful if they would contact me!

There are just a few clues: The car was registered in Reading in February 1938. It may have been retained by the company as a development car (see below). It was equipped for foreign travel with twin GB badges of pre-war style on its back wings and the requisite aluminium plate with registration and chassis numbers and hp rating mounted, in this case, above the windscreen on the hood frame (is this the "travel plate" that





*The V12, ripe for restoration*

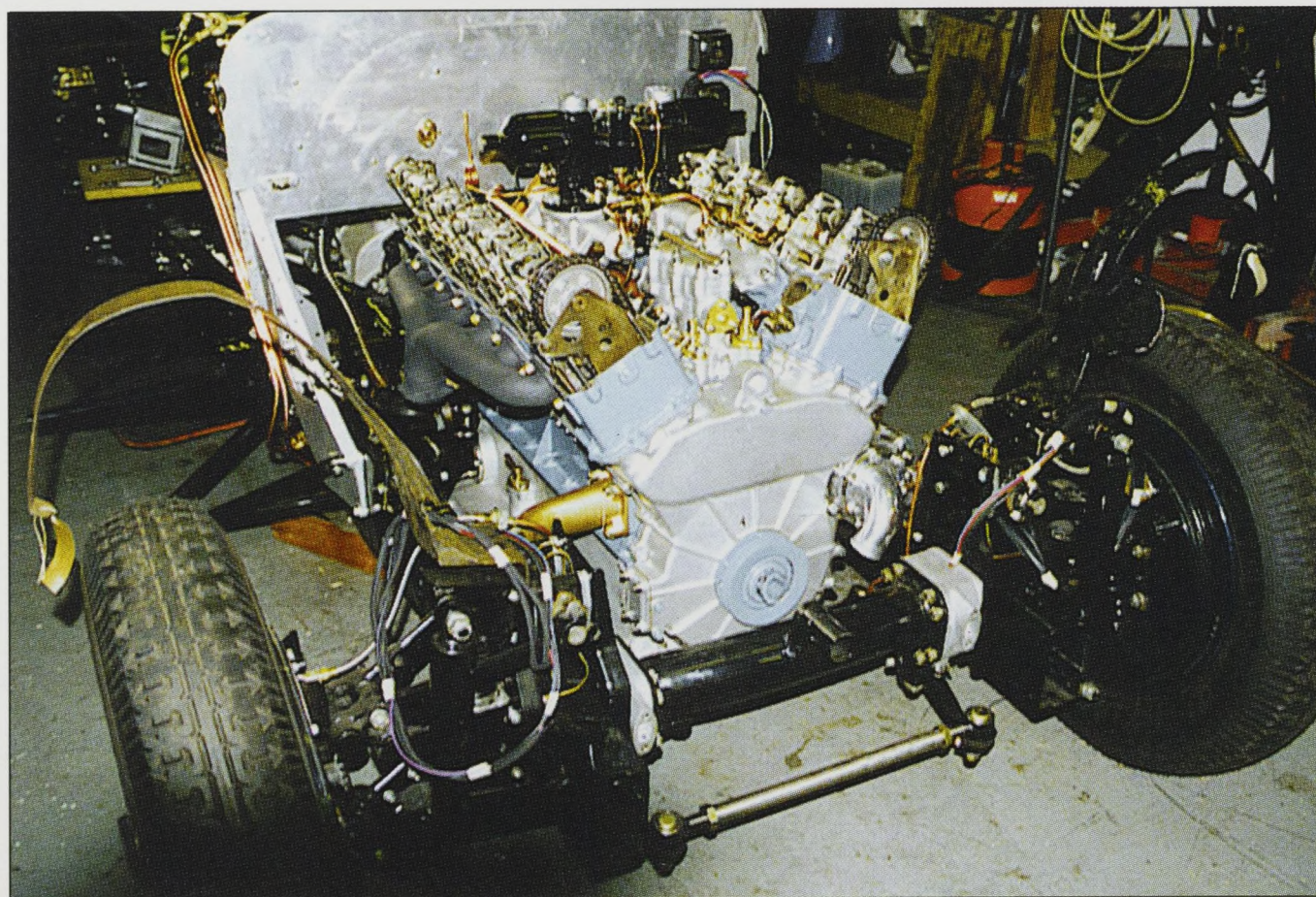


*Dennis Carter carefully removes the old panels*





*Jonathan does his share of the dirty work*



*The engine back in the chassis*



appears as an extra on some Lagonda build sheets?). All this suggests pre-war continental travel. Finally, there are four interesting photographs. One, that appears in Holthusen and also in a 1937 Motor report (the text is actually about a test drive in its sister car, a prototype Saloon de Ville), shows this car from the front, without registration plate but with the bulbous wings and chromed horn grilles that were later modified. The second, also in Holthusen, shows Frank Feeley and other employees standing next to the car, presumably outside the works. Both these pictures suggest a subtle contrast in the two-tone paintwork that corresponds to what we have found to be the original colour scheme of midnight blue over blue-grey.

Then there are two photographs of which Phil Ridout kindly sent me copies. These were clearly both taken at the same time and location, one showing a three-quarters front view and the other a side view, with the background masked out. On the reverse of the original prints Phil found the stamp of an Egham photographer. The first of these two images appears in Seaton, where it is credited to Mrs VE Davies, and in Holthusen. These pictures show the car after it had been repainted in charcoal and pale grey, making the contrast far less subtle. Examination of what remains of this painting shows that it was not well executed, and that running-board strips and door handles were not removed. The car had also lost its bulbous front wings and horn faring "bosoms" as well as its original centre pass lamp and acquired an assortment of spot lamps. I imagine, in the light of their provenance, that these shots were taken shortly after the war, while the car was in the hands of Davies Motors, either for work to be carried out or for sale. Can anyone identify the location (the same for both shots, although the background was masked out on one)?

At some time the seats were recovered in red Rexine and the original grey leather door panels and rear arm-rests were also painted dark red. Even the carpet, some of which appears to be original, was dyed red! Finally, at some stage the original, un-veneered, solid walnut dashboard was vandalised, when instead of unscrewing the switches to remove them, someone cut the dashboard out around them with a hacksaw! The dash itself differs from the production version in that all the instrument bezels were surface-mounted, like much earlier models, instead of the cut-outs being dished so as to set the instruments in the same plane as the dash itself, as with the LG45 and production V12 and LG6.

In early April 2001 ARD was sent to BishopGray, then newly established at Hook. The body was carefully lifted from the chassis and onto a timber jig, to be transported to the home of Denis Carter at Wrecclesham, near Farnham. Denis, who worked for many years at Vintage Coachworks, was one of the last apprentices at Abbots, whose old factory, now a plumbing warehouse, is less than two hundred yards from his house. He has repaired the ash body frame, and the hood frame, and has done an excellent job. The aluminium panelling was mostly in reasonably good shape, although much of the frame had rotted, so the challenge was to separate the aluminium carefully from the wood, then, preserving as much of the original timber as possible, to rebuild the frame to fit the original aluminium! I have been amazed at the care Denis has taken, and the quantity of original timber he has been able to retain, with the new ash coming mainly from a tree that once stood in Jenks' garden! The frame carries the number 7501, and since other V12 dropheads that I have been able to examine have numbers commencing 75.. stamped on them, I assume that 75



denotes this body series and that 01 is just what it says.

Relieved of its body, work could commence on the rolling chassis. I had a week's holiday due, which I spent at my sister's home in Hartley Wintney, so that I could participate in the work of stripping down. One discovery was that while the chassis was stamped in the usual place near the steering box with E3046, yet another number was painted on the inner surface of the off-side chassis rail together with "10' 4" V12.

When the front tubular cross-member was removed, the front of the chassis sprung out of true, clearly another result of the accident damage. The chassis frame was straightened at Roach Manufacturing and then sent to Neil Haworth for painting. Meanwhile the wheels were sent to be overhauled and fitted with new tyres at Specialised Automobile Services in Macclesfield. Unfortunately, only two wheels arrived, and some nail-biting weeks went by before the remaining three were found somewhere in the Securicor system!

The biggest shock concerned the engine. The voluminous file that came with the car included invoices and correspondence showing that its rebuild had taken place between 1988 and '89, starting with Ashton Keynes Restoration, who had undertaken the bottom end. However, the owner had quarrelled with their bills and taken the engine back, half finished, giving it to Joe Harding to finish the job. There are interesting letters from Joe, ticking his client off in very direct terms for some of the rather foolish things he had done. Sand-blasting the oil-filter housing with all the pipe-work in place was not a good idea! It was clear that Ashton Keynes had had the original Duralumin con-rods shot-peined and crack-tested, and had reground the crankshaft and re-bored the block, replacing the pistons with a Hillman Husky set. The crankshaft looked

beautiful, and although it was a sanction 2 version, it too had an "Ex" number, suggesting that ARD may have been retained by the firm as a development car. Nevertheless, having experienced a cracked crankshaft in my saloon, and then found that two other original shafts that I had tested were also cracked, I decided to have this one tested. Beautifully reground it may have been, but it too was badly cracked! So much for the "expensively rebuilt engine".

At this point I decided to keep ARD's original crankshaft, con-rods and pistons (which had come with the car in one of the many cardboard boxes) on the shelf as part of its history, and fit new parts ordered from LMB. We had a few hitches over piston sizes, more frustrating in terms of time lost than anything else, but we got there in the end. Ashton Keynes had the block back to check the bores and found that one, for no obvious reason, was minutely larger than the others and not quite round! Although they had done the re-bore twelve years earlier and for a different customer, they obligingly agreed to put matters right at no cost to me, and, on behalf of LMB, they commissioned David Fletcher-Jones to resize the pistons.

The rest of the chassis was in a condition that left no alternative to a 'last nut and bolt' rebuild, and it was fascinating to discover the differences between E3046 and the production cars. BishopGray have done an amazing job, assisted by Richard Jones, who carried out the rewiring. The quality of their work was evident to those who were able to see the naked rolling chassis at Aldermaston during the club weekend. They were helped immeasurably by the F Gordon Crosby drawing that is reproduced in Davy & May and in the "Gold Portfolio Series" Lagonda book. This drawing shows a pre-production version of the V12 chassis, and in fact it corresponds in almost every detail to





*Who could resist a ride in this?*



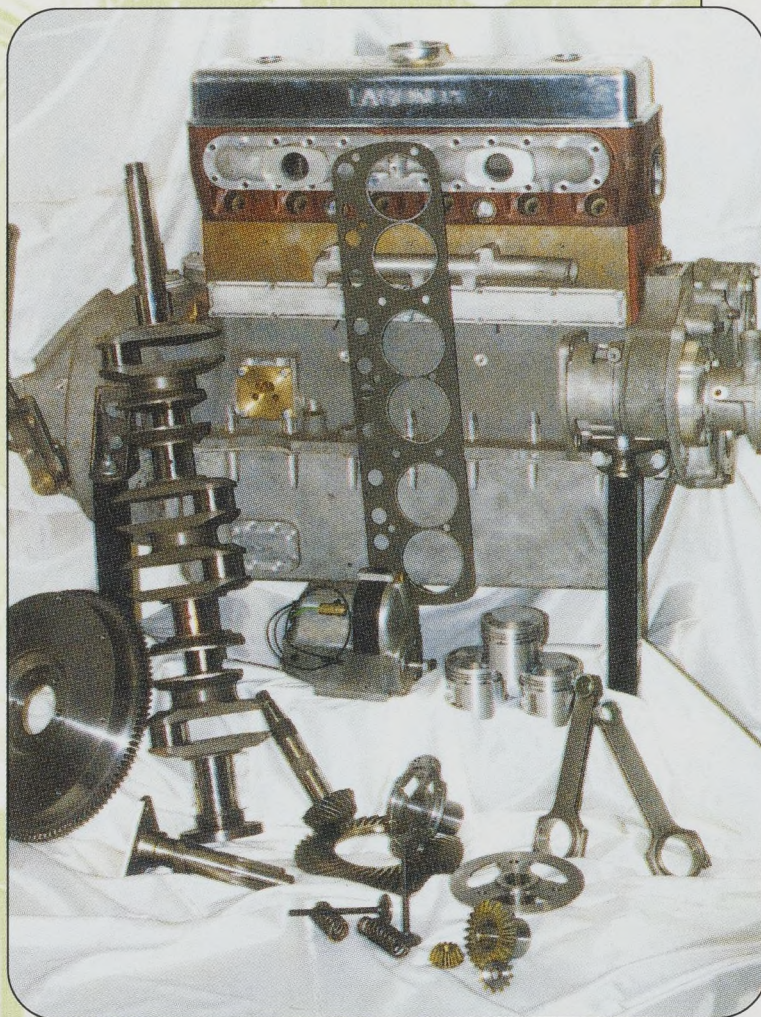
*The newly restored body frame takes shape*



# BELGIUM RAPIDE SPARES ENGLAND

With a fully trained team and 3200sqM workshop. These are just a few of the things done by our 10 full time engineers in Belgium.

- ❖ Bodywork
- ❖ Crack testing
- ❖ Electrical wiring
- ❖ Engine Building
- ❖ Engine Development
- ❖ Engine Testing Bed
- ❖ Full Restorations
- ❖ Gearbox rebuilding
- ❖ Race / Rally prep
- ❖ Servicing
- ❖ Upholstery
- ❖ Computer controlled Rolling Road
- ❖ TIG and MIG welding to certified standard
- ❖ World-wide new spares service



For your requirements please phone. We speak English, German, Dutch and French.

**LMB Racing**

Wijnegemsteenweg 110 - B-2160 Wommelgem, Belgium - Tel: +32-3-354.05.52  
Fax: +32-3-354.05.56 - website: [www.lmbracing.be](http://www.lmbracing.be) - e-mail: [info@lmbracing.be](mailto:info@lmbracing.be)



E3046, including the LG45-type fuel tank and the way the exhausts feed into a single pipe with a large single silencer. Interestingly, the Holthusen book contains another version of this drawing, updated by "cut & paste" to show the production chassis, but still retaining some of the prototype features on the engine itself.

BishopGray have a great deal of experience of rebuilding V12s, as well as other pre-war Lagonda models, and the knowledge derived from this experience has been extremely valuable in this project. We have also benefited enormously from the wisdom of David Hine, crystallised in numerous articles in the club magazine and his splendid update of the Instruction Manual, and of Michael Valentine, in his own eminently practical contributions to the magazine, derived from years of active use of his V12. I would also like to acknowledge the encouragement of many other club members, often extending to help freely given in tracking down the few elusive missing bits. It has been said often, but deserves repeating: we have a wonderful club.

We have been keen to preserve originality throughout, and the few, sensible modifications made are all reversible. All derive from the collective wisdom of the gurus listed above. For example, given the evidence of development by the factory in installing an "Ex-numbered" sanction 2 crankshaft, we felt justified in carrying on that development to the degree of running the car with the Hine pear-drop-profiled camshafts. We have also (reversibly) removed the hot-spot manifolds, which now seem unnecessary.

Since the AGM, final adjustments to the rolling chassis have been completed and in the Autumn I had the enormous pleasure of driving the body-less chassis up and down the drive at Membury,

accompanied on one occasion by my son Joe and on another bitterly cold day by a car-mad business partner who had just recovered from major surgery. The engine is quite amazingly smooth and silent and extremely responsive, so one has to be quite light-footed at this early stage of running-in. What with the excitement of having it running at last, and running so beautifully, and the splendid autumnal sunshine, I have done nearly forty round trips up and down the tarmac at 1.4~miles each, and Brian Bishop and Charles Gray have done quite a few runs as well.

The body is now with Steve Penny for the panels to be put back onto the frame, starting at the end of November. Steve, who is used to the problems often associated with having to re-panel a frame constructed by someone else, was pleasantly surprised by the excellent fit Denis Carter had achieved, although some further work is needed to improve the geometrical symmetry of the hood frame. When the coachwork is complete, the plan is to get the MOT certificate and do some further gentle running-in to make sure no stress-cracks appear before the car is painted and trimmed. My youngest son, Daniel, has his Bar-Mitzvah next June 12th, and I very much hope that ARD will be ready to drive him to the synagogue in style, although all other parties involved think this is highly optimistic!

I am sure that my nearest and dearest had hoped that the experience of the total restoration of such a complex car would cure me of projects for ever and that I would emerge not only older and poorer but also wiser and more prudent. I am really sorry that I have had to disappoint them by acquiring the M45 saloon "barn find" that has been languishing for the last three years with Mark Butterfield. More on that soon perhaps...





John Hudson, Doncaster Road  
Bawtry, Doncaster DN10 6NX

Telephone: 01302 711123  
Fax: 01302 710113

**LONGSTONE TYRES**  
**DOUGAL & ANDY CAWLEY**

## TYRES AND WHEELS FOR VETERAN, VINTAGE AND CLASSIC VEHICLES



**DUNLOP**

**ENGLEBERT**

**Firestone**

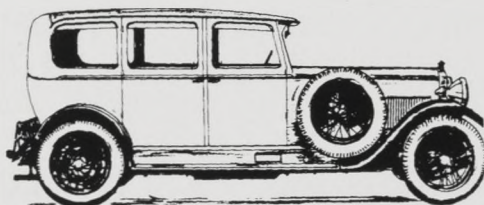
**AVON**



### **NEW EXTRA REINFORCED TUBES AVAILABLE**

- ★ Unbeatable stocks of tyres including Michelin, Firestone, Goodrich, Dunlop, Avon etc.
- ★ Wheels made to your specification
- ★ Wheel balancing service
- ★ Worldwide Mail Order service
- ★ Tyre fitting & balancing available at some VSCC meetings

**Whatever your requirements, please call in and see us, we shall be pleased to help you**



## **MOTOR INSURANCE FOR MEMBERS**

*Attractive terms available to members*

PLEASE TELEPHONE ROY CHANDLER ON

**0870 2201971 • Fax 0870 2201972**

*FOR A PERSONAL SERVICE*

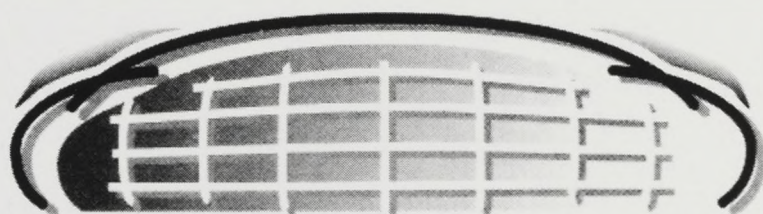
*(10.00am - 4.00pm Tuesday to Friday)*

**PARKINSONS INSURANCE**

7 GAINSBOROUGH ROAD • SUDBURY • SUFFOLK • CO10 2HT



# Attention Post War Lagonda Owners



## **TRINITY ENGINEERING**

*Post War Aston Martin and Lagonda Specialists*

Welcome to a **new** and **exciting** approach to Servicing, Restoration, Engine Building, Electrical Repairs, Modification and Refinements designed around **you** and your Lagonda.

If you need to know more and find out if we **really know** what we are talking about, telephone Tim and let him convince you.

In addition, let us send you our Services Fact Sheet on how we can make your Post War Lagonda a more usable and enjoyable experience.

***Contact Tim Butcher: 01932 862040***

RESTORING THE PAST WITH ENGINEERING OF THE FUTURE



# Northern Gathering. 7th to 11th June 2004, North Lancashire

## **Sunday, by Roger Firth:**

SUNDAY ARRIVED AND for a change the weather looked promising even though we had suffered a little rain earlier.

We were ready to set off at around 10.15 for the 60 or so mile journey and arrived at Lancaster House Hotel at 11.45 in time to set things up and arrange the goodie bags prior to the 15 participants arriving. Travelling quite long distances, they had wisely decided to extend the event by another day. We were extremely sorry to receive calls two days before from Doc Rider who was laid low and Alec Downie to tell us that Silvia was not at all well and both would have to pull out of the event.

The cars started to arrive from 1.30 onwards and a splendid display eventually assembled. David and Polly Stone-Lee had undertaken their first long journey of over 300 miles in the 2.6 to the delight of everyone, what a splendid restoration and only completed a few days before. Nigel and Jenny Hall arrived in the 3 litre Saloon which is a delight to behold. George Proud arrived in his most splendid and original LG 45 Saloon which is undergoing a running restoration as required. Unfortunately, Janet had a meeting on the Monday, and would join George later, arriving mid afternoon on Monday. Bill and Sue Spence arrived from The Orkneys with their splendid 3 litre Carlton D.H.C., having broken their journey with relatives north of Carlisle. David Hine arrived in good time, but planned to return to Prestbury on Tuesday morning perhaps anticipating some jobs which would be required following Nick's pot winning efforts on Jersey.

As you turn off the A6 up the hill to the hotel, the sound of the 2 litres must be one of the finest you can come across, we all tried to guess whose car it was (we also did this last year) and never got it right. Two people who set off with their 2 litres having travelled a few miles were not satisfied with the performance, so returned home, decanted their belongings into another 2 litre and set off again for Lancaster, I am not really sure that is why we have more than one car!

Everyone had arrived in time for dinner at 20.00 hrs, following which the magnet of the bar (John Smiths) had some pull on us and the bar was eventually vacated at around 23.30 hrs.

## **Monday, by Roger Firth**

Monday morning, a little tweaking of a few cars and at 10.00 hrs we were ready to set off for Glasson Dock and the Dalton Arms (why did we choose this particular establishment?), only some 4 miles from the hotel. Here we took coffee and biscuits, visited the smoke house and once again admired the cars which included Tim Gresty and Margaret in their 2 litre tourer with re-arranged front wings following a meeting with a farm tractor somewhere near Whitewell and a splendid 3 litre tourer belonging to Cyril Hollingsworth. At around 11.45 we set off for Churchtown and the Punch Bowl some 8 miles away where we met up with most of the other members and took a rather long winded lunch complemented by superb Marston's Pedigree and Tetley's Bitter. The afternoon being free, some people tried to find the aqueduct which was reputed to be behind the church at Garstang, but searching round Garstang Parish Church



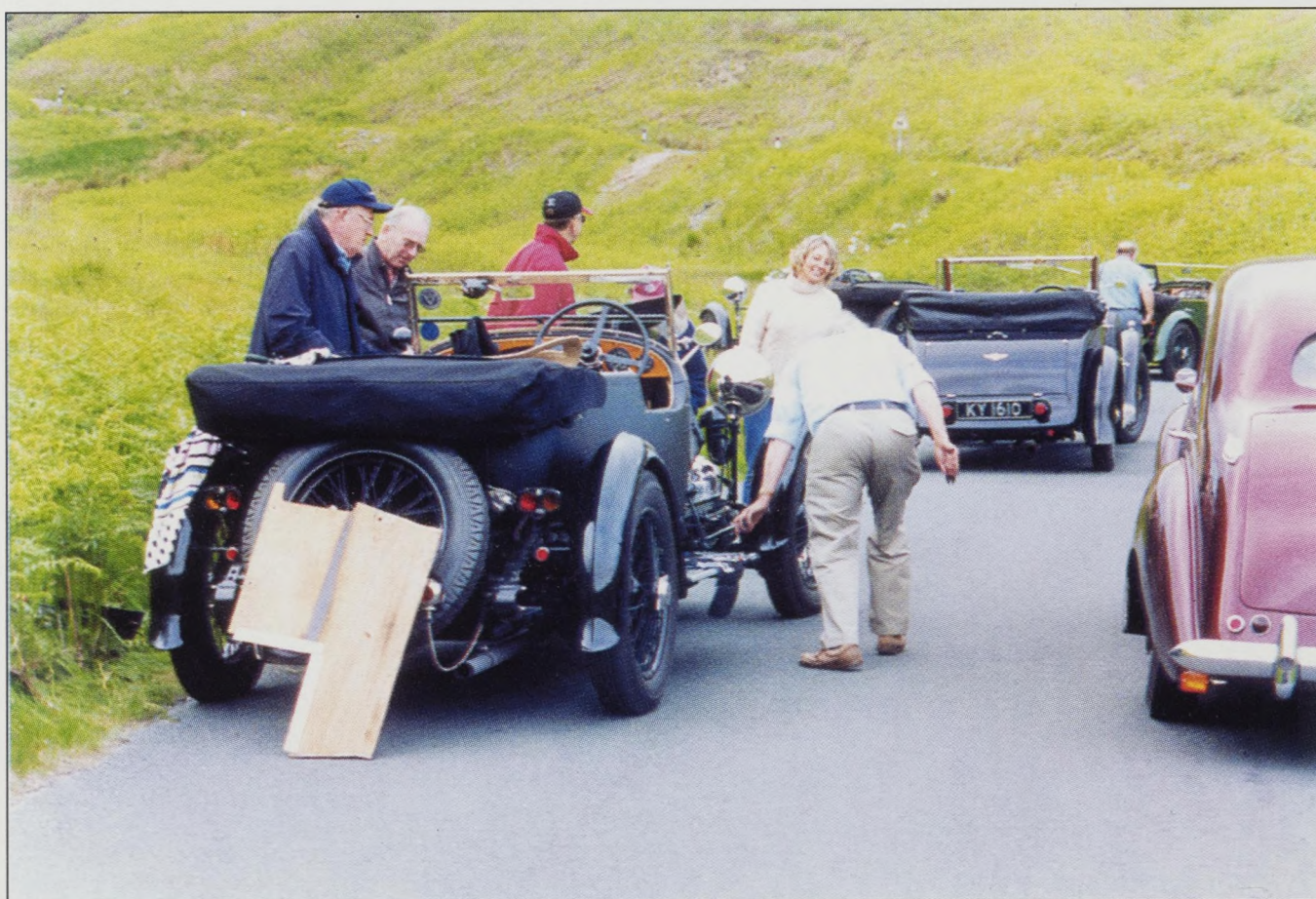


*Bill Spence admires the lovely DB 3 litre of Lois and Peter Giles*





*George Proud's Superb LG45 saloon at Dunsop Bridge. Photo: John Turner*



*Chairman Dalton will fit it! Photo: John Turner*



which is at the side of The Punch Bowl no one could find it, apparently we were at the wrong church

Later on in the afternoon John Longridge, Andy and Ann Falls arrived having crossed from Belfast to Birkenhead on the Sunday night Ferry, then calling at Alan Brown's to collect John's 16/80 which had been sent over for some work and an MOT to be carried out. The afternoon was free to do your own thing, and we all arrived back at Lancaster in time for a few drinks followed again by a splendid evening meal.

### **Tuesday 8th June. By John and Susie Batt:**

The 'Transit of Venus' across the sun heralded a brilliant summer's day with the highest temperatures of the year predicted and so it turned out. A route to Blackpool was planned with a stop for coffee and ice cream at Bonds of Elswick. The route went by way of a unique small toll bridge with a charge of just 30p but this was 'missed' by Michael Fishwick and Bill Wright travelling in Mike's smart DB2.6 saloon. They said it was too expensive! At Bonds we met Ron Taylor with his beautifully restored 14/60 tourer. Roger Llewellyn (2 litre l/c) was observed taking several photographs, no doubt in preparation for the planned rebuild of his similar car. Ron also owns a 2 litre Continental so he and Chairman Clive Dalton, who has an identical model, shot off to compare notes, meantime leaving Shirley stranded!

Our drive along the Golden Mile confirmed everything one already knew. We shall not be returning. The buffet lunch at the famous Big Blue Hotel in the shadow of the Big Dipper was quite magnificent if somewhat filling. Mike and Bill finally turned up having actually lost their way! Jenny Hall braved a ride on the Big Dipper after trying unsuccessfully to persuade someone to accompany her - this after such a big lunch! Peter Blenk took in the view from the top of Blackpool's now

rusty Tower then listened to Reginald Dixon's famous organ, but declined to join the tea dance set and the 'ladies of uncertain years' there.

Robert Watts driving back along the front fell asleep in the strong afternoon sunshine when at the wheel of his DB2.6 DHC whilst stationary at one of the many sets of long duration traffic lights. Quizzed later, he said with a grin that this was not an unusual post luncheon occurrence!

At this point the Breens were again on speaking terms after some earlier altercation over map reading and a black currant and liquorice ice cream back at Elswick! We decided to return to the hotel after a look around Royal Lytham St. Anne's. A very smart clean town indeed and quite suited to the aged Aunts reputed to reside there. And so it was back to the bar for the stories of the day followed by dinner then to bed in anticipation of the two more days of fun Lagonda motoring ahead.

### **Wednesday by Mike Fishwick and Bill Wright**

The day started rather damp. Roger had planned the route to Gibbon Bridge Hotel, which is owned by club member Janet Simpson. After topping up with oil and a quick check of the vital fluids we followed Roger & Beryl and Bill and Sue out of the hotel.

The route took us through some beautiful hilly and scenic countryside but the views were unfortunately hampered by the mist. We arrived at Dunsop Bridge and called in at Puddleducks Cafe for a cup of their delicious coffee and a couple of slices of their home made cake (low calorie of course) Roger gave us the choice of either a long or short route from Dunsop Bridge to Gibbon Bridge Hotel. We took the short route through more picturesque countryside arriving at the hotel safe and sound ready for lunch. By now the weather had turned to brilliant sunshine and the aroma of the splendid barbecue which was being cooked by Janet





*The happy group. Photo: Tim Gresty*



*This is why it is called Puddleducks. Photo: John Turner*



certainly got the taste buds moving. The garden is beautiful and certainly was at its best and we took lunch in and around the band stand which is quite often used for weddings, group photographs were taken by Tim "Field Marshall" Gresty after which we took the long route back to Dunsop Bridge via Waddington and Newton where we indulged in further coffee and cakes at Puddleducks.

We had only gone a couple of miles from Dunsop Bridge towards Lancaster when we came across Robert Watts' car stopped by the side of the road with a broken throttle cable. George and Janet Proud, together with Peter and Sarah Russell-Floyd, were also parked alongside to give any assistance necessary. A temporary repair was carried out using a ragged piece of string found at the side of the road. This enabled the car to return the short distance back to Dunsop Bridge Garage under its own power, accompanied by George and Janet, to arrange for a more permanent repair to be carried out.

This account of the days events was written whilst we awaited their return, fortunately the garage was able to carry out the necessary repairs to the throttle mechanism and we carried on our journey, only to find a little further along six Lagondas in attendance to Peter Bradley's Supercharged 2 Litre which had stopped on the steepest part of a hill with fuel problems. Our leader, Clive,

managed to work his magic and got the car restarted. Fortunately for everyone, no further problems arose and we all arrived back safely to the hotel in time for our evening meal.

#### **Thursday by Roger Firth:**

Unfortunately, Peter Blenk had to leave us this morning in his splendid blown 2 litre due to further motoring activities the following weekend. Today was a free day, with many people going to Carnforth and the splendid restored Railway Station where Brief Encounter was filmed, the curator gave some people a personal guided tour of the building but for some reason declined to accept the ride offered to him in his choice of Lagonda. Beryl and I decided to visit Heysham Village then via Morecambe to Silverdale and Arnside. Beryl has a favourite posh frock shop in Arnside but much to her disappointment it is closed all day on Thursday, what a waste of petrol! We all arrived back at the hotel in time to be ready to board the coach, which was to take us back to Gibbon Bridge Hotel for our final dinner. We were highly delighted that Gordon Rider was feeling a lot better and drove his M45 Rapide down to Gibbon Bridge to be with us for the dinner.

#### **Friday:**

Today we said our farewells, and all made our separate ways home.

### **PARTICIPANTS 2004**

John & Susan Batt	2 Litre S.C. Tourer	Bedfordshire
Peter Blenk	LG 45 Tourer	London
Peter Bradley	2 Litre S.C. Tourer	Lancashire
John & Vivien Breen	16/80 Tourer	Hertfordshire
Clive & Shirley Dalton	2 Litre Continental	Cambridgeshire
Roger & Beryl Firth	LG. 45 Rapide	Cheshire
John & Hilda Davenport	LG 45 Rapide	Cheshire
Ann Falls	With John Longridge	Northern Ireland
Michael Fishwick	2.6 Litre Saloon	Cheshire
Peter & Lois Gilkes	D.B. 3 Litre	Oxfordshire
Tim Gresty & Margaret Browning	2 Litre L.C Tourer	Cheshire
Nigel & Jennifer Hall	3 Litre Saloon	Cheshire.



David Hine  
 Roger & Anne Llewellyn  
 John & Andy Longridge  
 George & Janet Proud  
 Peter & Sarah Russell-Floyd  
 Brian & Joyce Savill  
 Bill & Sue Spence  
 David & Polly Stone-Lee  
 Ruth & John Turner  
 John & Sue Walker  
 Robert Watts  
 Bill Wright

M45. T7. Tourer  
 2 Litre Tourer  
 16/80 Tourer  
 LG45 Saloon  
 M 35 R Tourer.  
 16/80. Saloon  
 3 Ltr D.H.C.  
 DB 2.6. D.H.C.  
 LG6 DHC  
 2 Litre Blown Tourer  
 2.6 D.H.C.  
 With John Breen

Cheshire  
 Staffordshire  
 Ireland  
 Northumberland  
 Yorkshire  
 Hertfordshire  
 Orkney  
 East Sussex  
 North Yorkshire  
 Berkshire  
 Lincolnshire  
 Derbyshire

## Letters

Dear Ken,

I came across this advertisement in a "Motor Sport" of 1953. I reckon the price was about 3/5 of the average wage at the time – about £16000 in today's money. Halcyon days to be sure.

Kind regards

Alan Fearnley

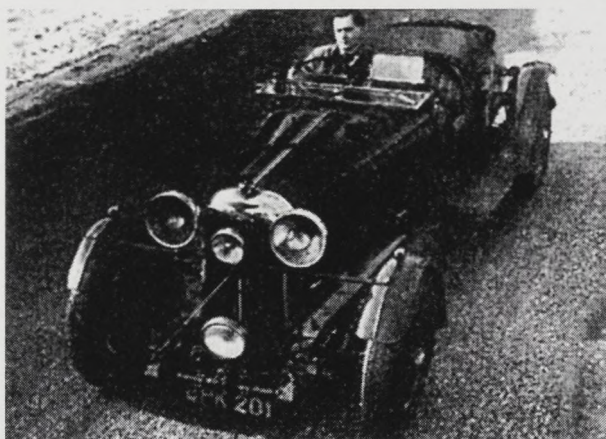
*With saloons all too often being turned into team car replicas, the price differential between the two is particularly interesting!*

K.P.P.

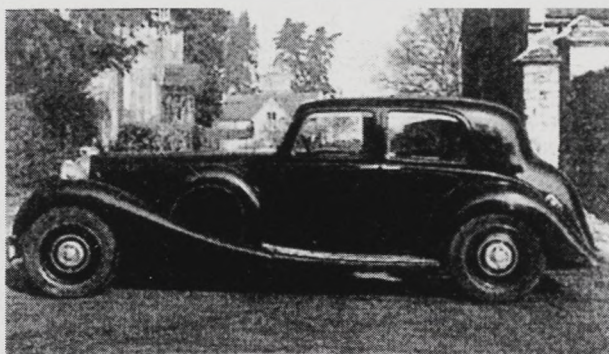
## Chiltern Cars

11a, Water Lane, LEIGHTON BUZZARD, Bedfordshire

Telephone 2060



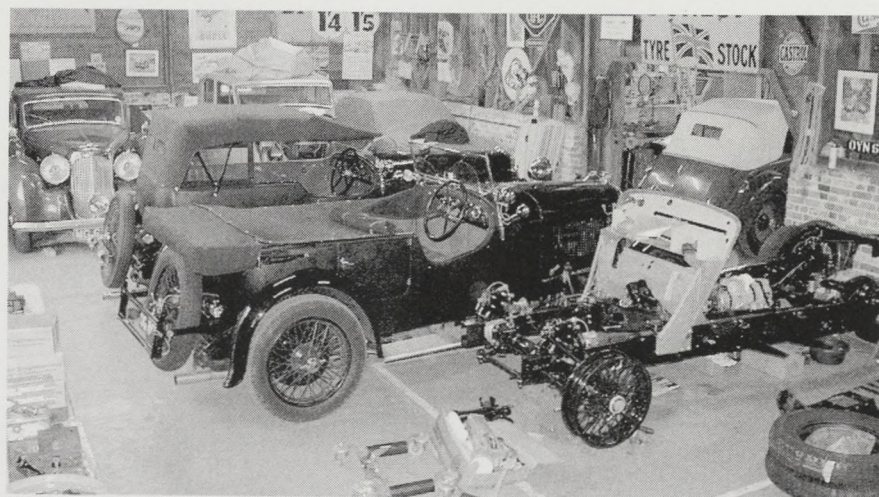
**4 1/2-LITRE LAGONDA 2/4-SEATER.** Believed to be the only example remaining in original form of the three Team cars prepared for the 1934 T.T. and 1935 Le Mans races, this particular car, driven by J. S. Hindmarsh and the late Luis Fontes, is understood to be the actual Le Mans-winning car at an average speed over the twenty-four hours of 77.8 m.p.h. The condition, both mechanically and so far as the coachwork is concerned, is extremely good, while the performance and handling qualities have suffered little if at all during the passing of the years. Despite the quite fierce performance the Lagonda is as docile in traffic as any small family car ... .. £395



**1937 (Nov.) 4 1/2-LITRE SERIES LG.45 LAGONDA SALOON.** Beautifully finished in black, with fawn leather upholstery, this example is in quite exceptional order throughout. After being carefully stored for some time it was sent to a well-known distributor who was given carte blanche to carry out any resuscitation thought to be necessary. This was done some seven months ago, and the resultant invoices, totalling £140, may be inspected. With an effortless 70/75 m.p.h. cruising speed, driving comfort and a not unreasonable petrol consumption, there is a great deal to be said for the 4 1/2-litre Lagonda as a high-speed touring car ... .. £425



# EXPERIENCE



Brian Bishop, Charles Gray and Steve Slyfield have between them 32 years' experience in every aspect of the restoration and maintenance of all pre-war Lagondas from 2 Litres and Rapiers to LG45s and V12s, and pre-war cars of other thoroughbred marques.

We are always happy to discuss any work required on these cars, from total restorations to routine servicing and competition preparation.

All our work is carried out to the highest possible standards in full consultation with the client.



The Workshop, Membury Estate, Ramsbury Road,  
Lambourn Woodland Lane, Berkshire RG17 7TJ  
Tel & Fax: 01672 521172 email: [bishopgray@supanet.com](mailto:bishopgray@supanet.com)  
Mobiles: Brian Bishop 07776 005633  
Charles Gray 07720 401845 Steve Slyfield 07947 063061





*Two lovely Lagondas dropped in just recently for a thorough service, which made a nice change from race preparation and full rebuilds!*

We were honoured recently by an order for one of our race camshafts from our illustrious President and I am told it has made quite a difference to the Hon Competition Secretaries chariot!

To further illustrate that we are not just Invicta specialists, at the time of writing we have in the workshop one V12 Rapide, one V12 D.H.C, one LG6 Rapide, two LG45 Rapides, one LG6 Saloon, one 2 litre, one 16/80, one 3 litre with 4.5 engine and two low chassis Invictas which keep an old man like me and our 6 engineers very busy!

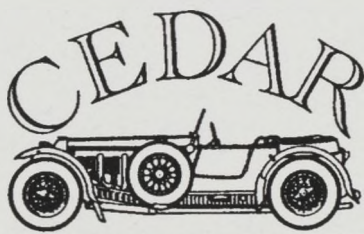
**GOING RALLYING, RACING OR JUST POTTERING? TALK TO US.**

#### **Storage**

We have taken on another unit at the works and can now offer dead or serviced storage in secure, alarmed and insulated premises.

#### **RESTORATION**

Come and talk to us about your requirements, we have six highly skilled and experienced engineers fully conversant with most vintage and classic cars.



**Classic Cars Ltd**

#### **SALES**

We are always happy to discuss selling your car on a commission basis. No sale. No fee.

*See our web site for details.*

**Derek Green**

THE MEADOWS · PLOUGH LANE · HAZELEY LEA · HARTLEY WINTNEY · HANTS RG27 8ND

Tel. 0118 9326628 · Fax 0118 9326041

Email: [dg@cedar-ltd.demon.co.uk](mailto:dg@cedar-ltd.demon.co.uk) · Website: [www.cedarclassiccars.com](http://www.cedarclassiccars.com)