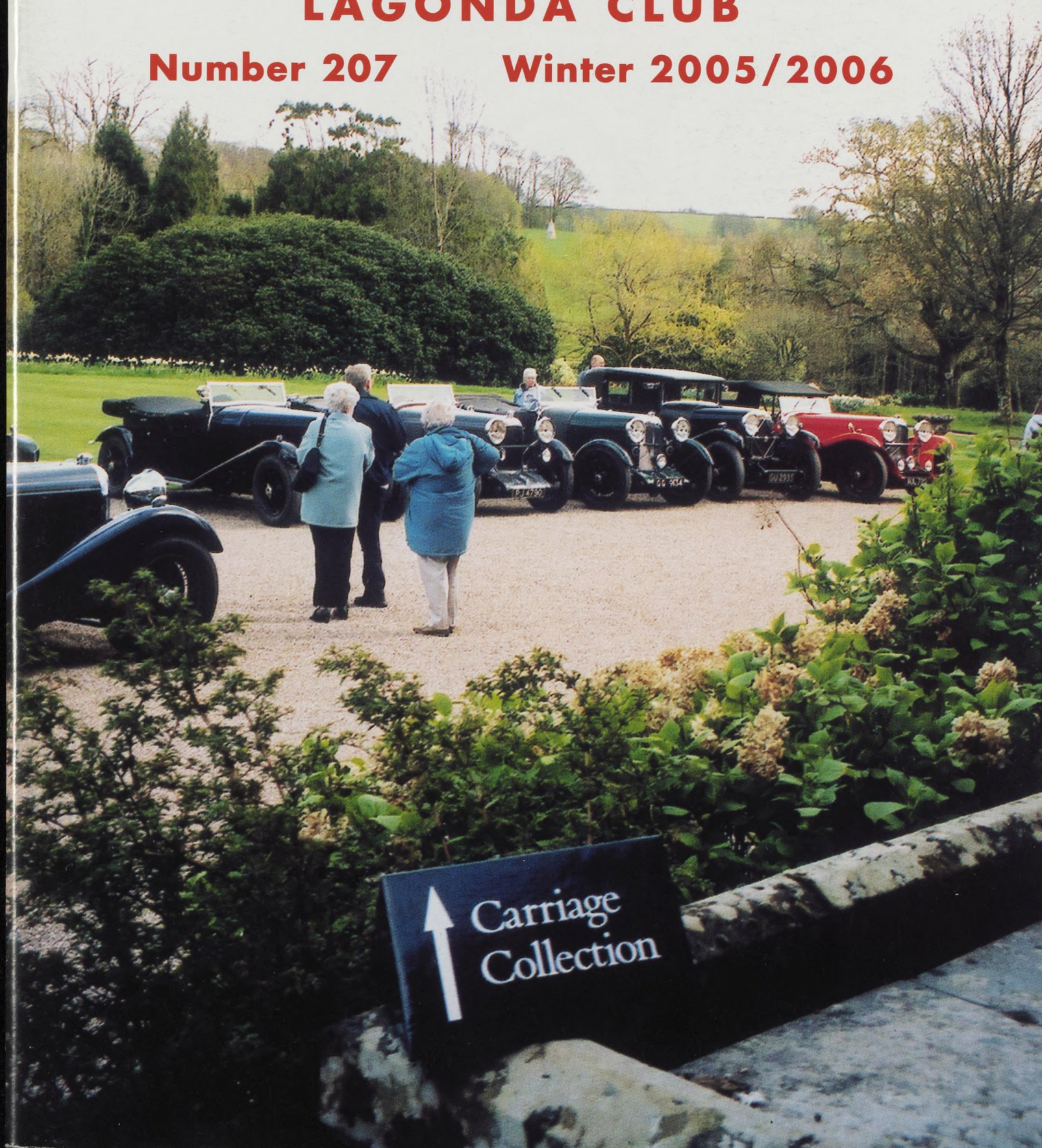




THE MAGAZINE OF THE LAGONDA CLUB

Number 207

Winter 2005/2006



—DAVID AYRE—



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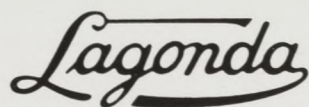
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Contents

From the Driving Seat	5
In Register	6
On The Track	8
Hull Area Christmas Dinner	12
Exmoor in Springtime	19
Lagondas in Vienna	30
Fast Thinking	33
Looking for That Elusive Part	35
If All Else Fails, Read the Instructions	36

FRONT COVER

Some Carriages! Members line up at Arlington Court, see article on Page 19



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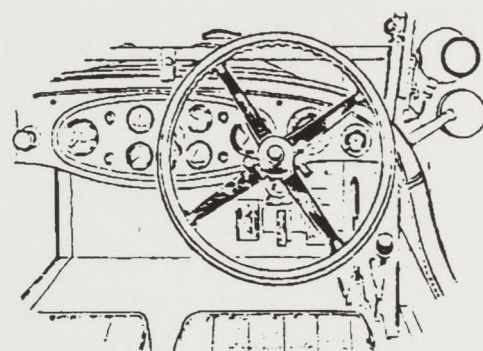


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From the Driving Seat



Just for a change.

The following reflects a policy decision taken unanimously by your Board of Directors at a recent meeting:

ONE OF THE many joys our Lagondas afford us is the pleasure of maintaining, repairing, restoring, and improving these charismatic old cars for modern road conditions and even for competitive events. Many trained, self-taught and would-be engineers, alike, enjoy reading technical articles. Unfortunately, publishing technical articles can expose the Club to an unacceptable risk of litigation, and this is the main reason that the Lagonda Club Magazine and many similar publications now publish such articles only rarely. For the same reason, most car clubs have ceased appointing technical advisors.

The interest in technical articles remains, however, and in order to respond to this interest, your Committee has decided on the following approach:

The Editor would welcome the submission of articles in which Members recount their personal experiences and discoveries in working on their cars. This might be the story of a complete restoration or the experience and findings in addressing a particular

component, such as rebuilding the three-brush dynamo, overheating problems in the V12 engine, timing up the new Two Litre cams, drive line vibration in the LG6 and V12 models, or adding lights to the rear ends of our cars. The article should be worded as, "This is what we did, and this is what we found worked," rather than, "You should do this and use this product." The Editor, or his nominee, will have absolute discretion in editing any articles submitted for clarity, brevity, grammar and spelling, and he or his nominee may add parentheses when he feels that a comment is appropriate. Further, the Editor may request that another party review the article. Finally, the Editor is under no obligation to publish any article submitted and may reject articles that appear designed to promote the products or services of a particular individual or commercial concern.

It must also be understood that the publication of any article touching on technical subjects does not imply the Club's endorsement of any of the methods or products described.

LAST DATE FOR COPY FOR THE SPRING MAGAZINE IS

. . . SATURDAY 1ST APRIL 2006 . . .

In Register

Arnold Davey looks at Police use of Lagondas

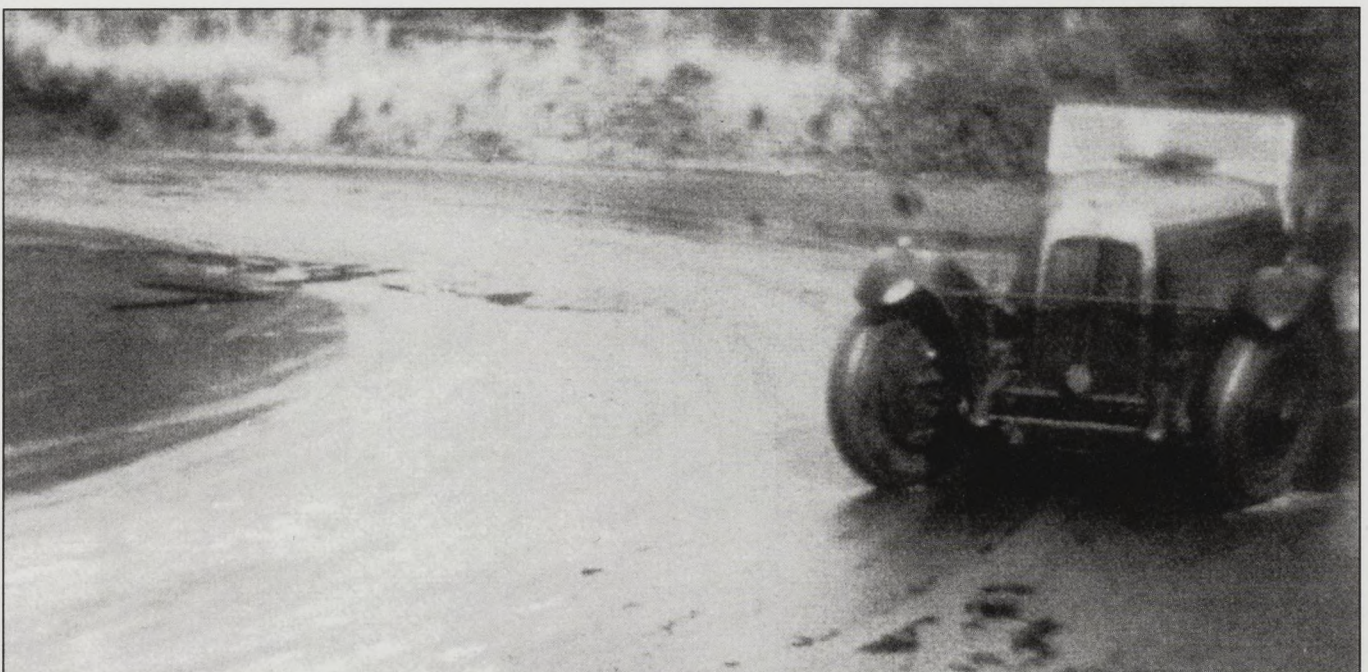
BACK IN MAGAZINE Number 191 (winter 2001/2) I noted the Lagondas used by the Metropolitan Police and other forces. Recently I came across a book 'Police Cars' by Malcolm Bobbitt (Sutton Publishing 2001) and the pictures I reproduce come from this source, which is a survey of the whole subject from the early 1900s to date. The LG45 is chassis 12087, which was owned by the Lancashire Constabulary from new until quite recently and is now owned by our member Allan Lloyd. It is shown with its companion Bentley 3 Litre.

The Lagonda 3 Litre saloon picture shows one of the three 3 Litre saloons on the 75 mm engine chassis that the Metropolitan Police rigged up as radio cars, which in those days required a third officer to operate it, complete with headphones and logbook.. The car being nearly new, the 'Silent Travel' badge on the body valance below the driver's knee has yet to fall off.

Bobbitt is good on history but stumbles occasionally on his motors. For example, on page 62, talking of the need for extra power most forces sought to counteract the added weight of equipment, he says: " It was customary for MG to modify their engines with specially designed cylinder heads, which increased the capacity of the standard 1½ litre car from 1548 cc to 1750 cc". I'd like to know how that worked.

Similarly, the picture of the tourer on the skid pan is said to be an Alvis, but I know a Lagonda when I see one. It is on bald tyres for extra thrills, but someone has nicked the headlamps. This picture was taken at Hutton Hall, near Preston, where the driving school was set up in 1937 to serve the Lancashire, Cheshire, Liverpool, Manchester and Salford forces.

I have done my share of nit-picking, but the book is a valuable reference work. It is very comprehensively illustrated and was a bargain at £5.95.





On the Track

Lagondas perform well at Brands

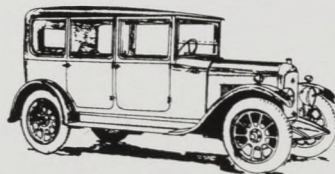
Tony May reports

AFTER A GAP of two years, the Aston Martin Race Meeting made a very successful return to Brands Hatch on August 20. It was the scene of Round 2 of the Pre-War Sports Cars Team Challenge with the Club fielding two teams each of three Lagondas. Tim Wadsworth had hoped a third team would be entered but unfortunately that did not materialise. Nevertheless, it was a brave sight to see Martin Bugler (LG45), Peter Golding (V12 Le Mans Replica), Roy Williams (LG45), Roger Seabrook (2 litre Speed Model), Binky Oates (Rapier Randalah Tourer), together with Tim (2 litre LC), competing against the teams of Aston Martins and Bentleys over the shorter Indy Circuit.

The outcome for our teams was very good indeed – Peter finished an excellent 1st on handicap (8th on scratch), Martin was 4th on handicap (3rd scratch), Binky 8th on handicap (17th scratch), Roy 9th on handicap (11th scratch), Roger 10th on handicap (20th scratch), while Tim, experiencing problems with his fuel supply, was only able to finish by furiously pumping the Ki-gass (a brave effort nevertheless). The overall result saw the combination of Martin/Peter/Roy taking a highly deserved 1st place in the Team Challenge with Roger/Binky/Tim in 4th position.

Spectating from the hairpin bend at Druids, your reporter noted that the heavy metal of Bentley 4.5s and 3 litres, together with our LG45s and the V12, created a formidably bulky presence as they entered this tight turn and caught up with the smaller, lighter cars such as the Rapier. But Binky, as a comparative newcomer to track racing, did very well to hold a neat and steady course consistently through this corner and then during the ensuing rush down towards Graham Hill Bend to enable the faster cars to manoeuvre past her with confidence. The rest of the day's programme was equally enjoyable with a mix of some 240 entries of thoroughbred sports cars, ancient and modern, in a variety of inter- or individual marque races.

The weekend of July 23/24 saw the 16th annual Historic Superprix held at Brands Hatch over the full Grand Prix circuit. This meeting always attracts a huge entry. Approximately 400 cars competed over a 15-race programme with a keen interest coming from overseas entrants. As usual, the variety of cars taking part was tremendous with much excitement (and noise!) being created by the mighty Can-Am McLarens and F5000s. An excellent weekend's sport.





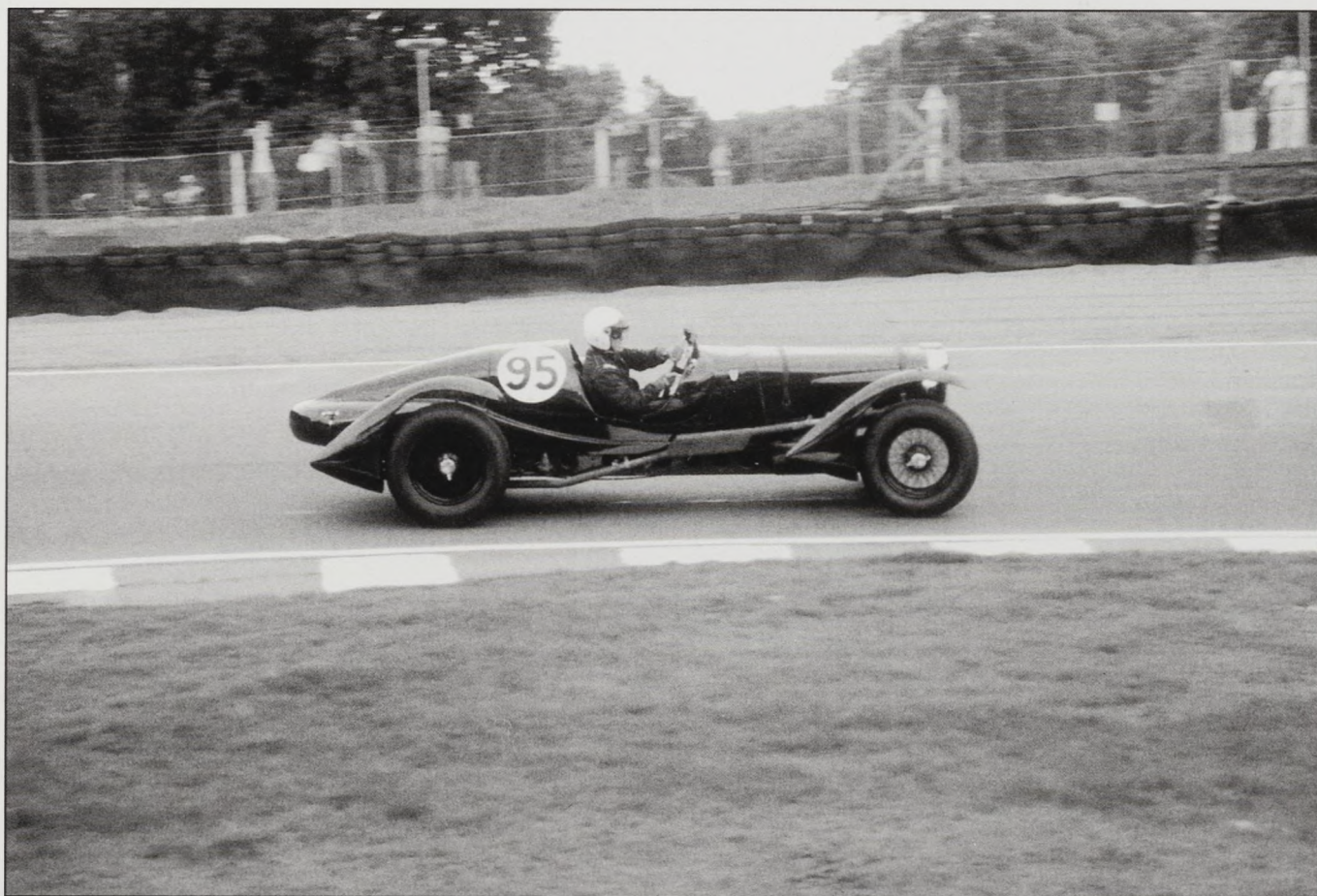
Roger Seabrook talks tactics.



Peter Golding in the Le Mans Replica. All pictures by Iain May.



Roger Seabrook talks tactics.



Peter Golding in the Le Mans Replica. All pictures by Iain May.

The Suffolk Dinner

Saturday 8 April 2006, 6.45pm for 7.15pm

at

The White Lion Hotel

Market Cross Place, Aldeburgh

Sweet Pea Veloute with Crisp Bacon



Galia, Cantaloupe and Watermelon with Cherry Syrup

or

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*Roast Rump of Lamb, Potato Gratin, Rosemary and Olive Gravy
Selection of Crisp Seasonal Vegetables and Potatoes*



Comice Pears poached in Red Wine with Cinnamon Cream and Honeycomb

or

Bakewell Tart with Raspberry Jam and Ice Cream



Filter Coffee and Home-made Truffles



This year we welcome Brian Savill as our after-dinner speaker.
Gary Guiver Gong award for the Rapier coming furthest. Dress optional.
Vegetarian Spinach & Ricotta Cheesecake with Tomato Pesto & Rocket Salad
is available in lieu of Lamb **if stated when you order tickets.**
Tickets £28 each, cheques payable to Mike Pilgrim, from Little Orchard,
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The White Lion, tel. 01728 452720, offers double/twin bedrooms from £124 per night B&B based on 2 people sharing an inland room. For details of other accommodation contact Mike on 01394 382773.

Please Book Early!

ALSO – on Sunday 9 April



Meet for lunch, from noon onwards at the Old
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Bring your Lagonda!



Hull Area Christmas Dinner

Roger Firth reports on what might be the end of a great tradition

ON FRIDAY 2nd DECEMBER 2005, 18 people sat down to a meal again organised by Mary North at The Beverley Arms Hotel, Beverley. Mary has organised the event for many years and it has continuously run for around 40 years. Two visitors from Bedfordshire, three from Warwickshire, four from Cheshire and two from North Wales, together with seven from the North Riding made up the party. We had our normal quiz put together by Ian this year, based mainly on Lagonda history, very poor answers from us all, what a pity that Arnold was not on our table, and also a Christmas quiz by the hotel. Nigel and Jenny Hall won the hotel quiz, a bottle of white wine and their table also won Ian's quiz, no prize just a pat on the back.

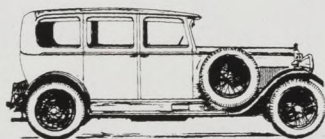
Following the meal, Ian sadly informed us that Mary would not be organising any more Hull Area Dinners as there were now very few club members in the once thriving Hull area, there was no one willing to come forward to take over the helm.

Beverley is a wonderful market town steeped in history with the Minster and St Mary's Church and with a splendid outdoor market held on Saturdays. We have, over the years, all enjoyed weaving in and out of the stalls with mystery around every corner and the wonderful meat and fish purveyors who still sell top quality products and up to yet have not been over affected too much by the

supermarkets. The White Swan (Dirty Nellie's) is a favourite watering hole of many and regular visits over the years have been undertaken by Lagonda folk to drink their ale assisted by the gas lights which are still in use, this is only a stone's throw away from the Beverley Arms Hotel.

We have, unfortunately, over the years all experienced considerable changes in Beverley and particularly the Beverley Arms Hotel which has once again changed hands and is now a Swallow Hotel, I have lost count of how many times the place has changed hands since we started going there. They have in the last few years, demonstrated that they are not really interested in us any more, as weddings, hen parties etc. and the determination to make as much noise as they possibly can in order to stop people sleeping now appear to be favoured by them. This once grand old Coaching Inn renowned throughout the world for its quality has now been reduced to a shadow of its former self.

Finally, we must especially thank Mary and Ian for their efforts over many years and in doing so remember past organisers of this event: Henry Coates, John Broadbank and Roy Paterson who between them have held some wonderful dinners at Beverley and also a vast number of other events in Yorkshire on behalf of The Lagonda Club.





The Northern Lagonda Factory on their Works Outing to the Hull Area Christmas Dinner.



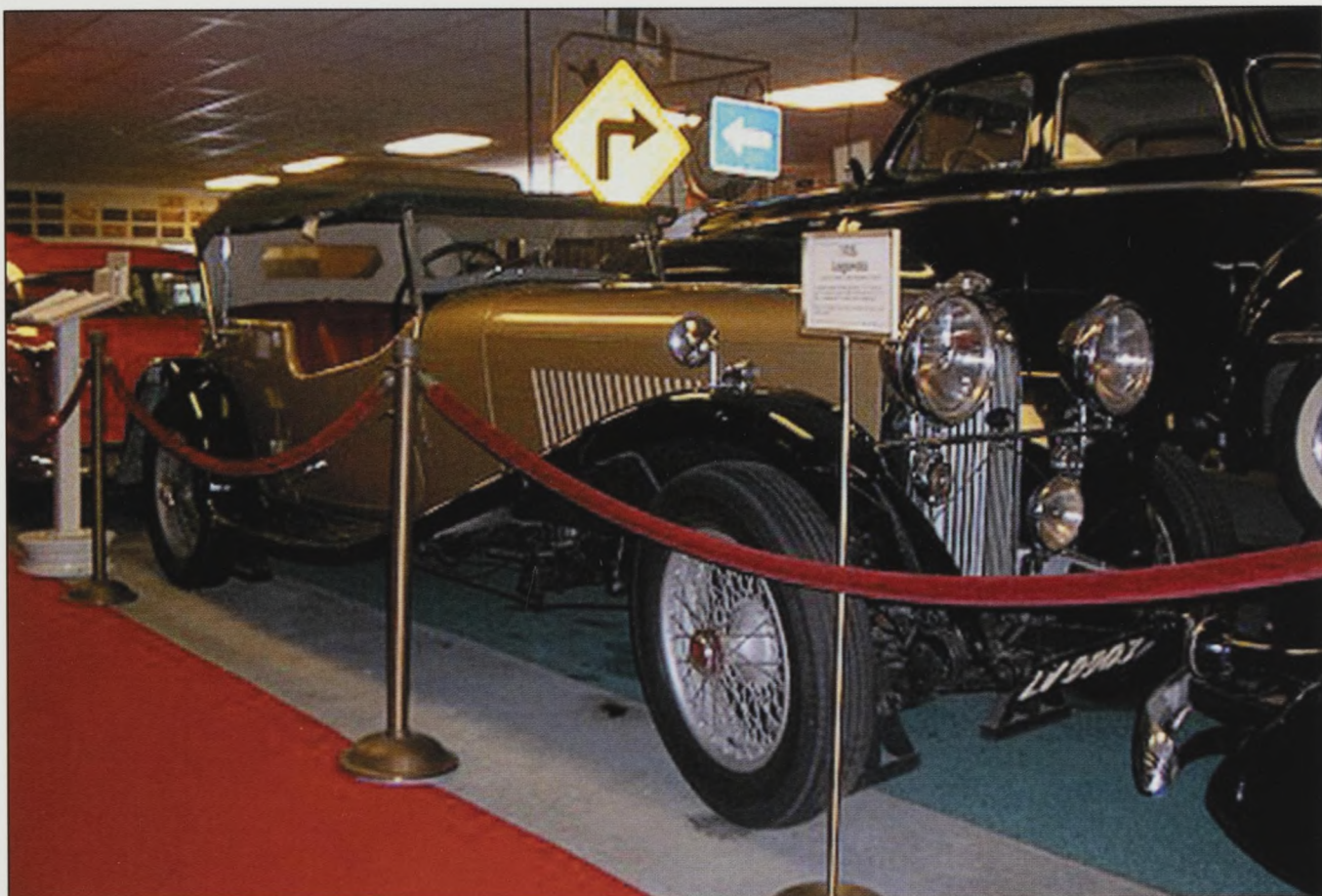
...but they look very serious when someone asks "Whose round is it?"



Shop Steward Nigel Hall nominates David Hine to pay.



...who doesn't look too pleased at the news!



This M45 was "lost" but has been discovered in an American Museum.



Bob Osborne's lovely 2 litre.



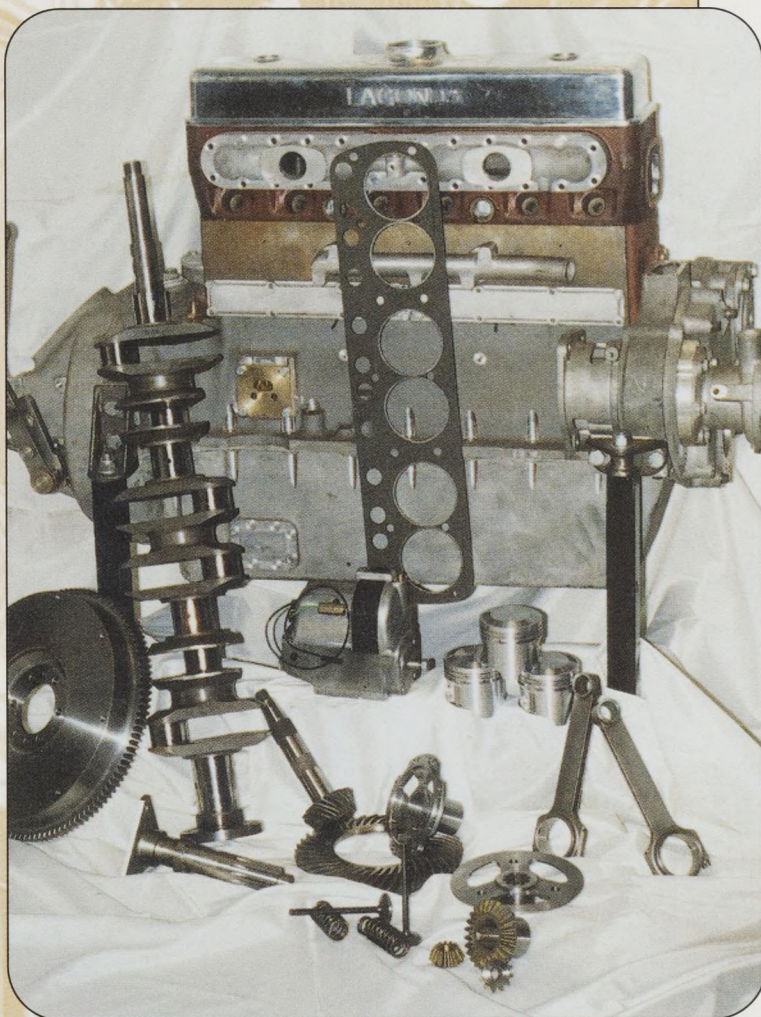
Roll on summer! Two pictures of the very popular Cricketers Arms meeting.



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Alan Heard's friends were displeased with the caption on page 28 of the last magazine. Elizabeth said "One would expect the Editor to get it right!" Phillip added "I used to have one of these!" Alan Heard at Windsor Castle.



Terry Brewster sent this picture of the line-up at one of the Midland pub meets.

EXMOOR in Springtime - 24th / 28th April 2005

Michael Drakeford waxes lyrical

HARD ON THE cars and even harder on the drivers, but what great fun. John and Joan Fitton had dusted off their book of organisational skills and produced a fascinating trip over Exmoor. Meticulously planned, John had provided directions for each day, signposting each turn, accompanied by tripometer readings as further support. After a particular gruelling 3 mile stretch of single track road, or more precisely coastal path as it was described on the map, covered in slippery moss, with inclines to stretch at least the 2 litres, and corners so sharp that a 4½ litre would need to make a series of attempts to turn the 340 degree corners, I asked John if he had brought his own 2 litre or a modern to test the route. With all seriousness he replied "A Land Rover. Four wheel drive of course".

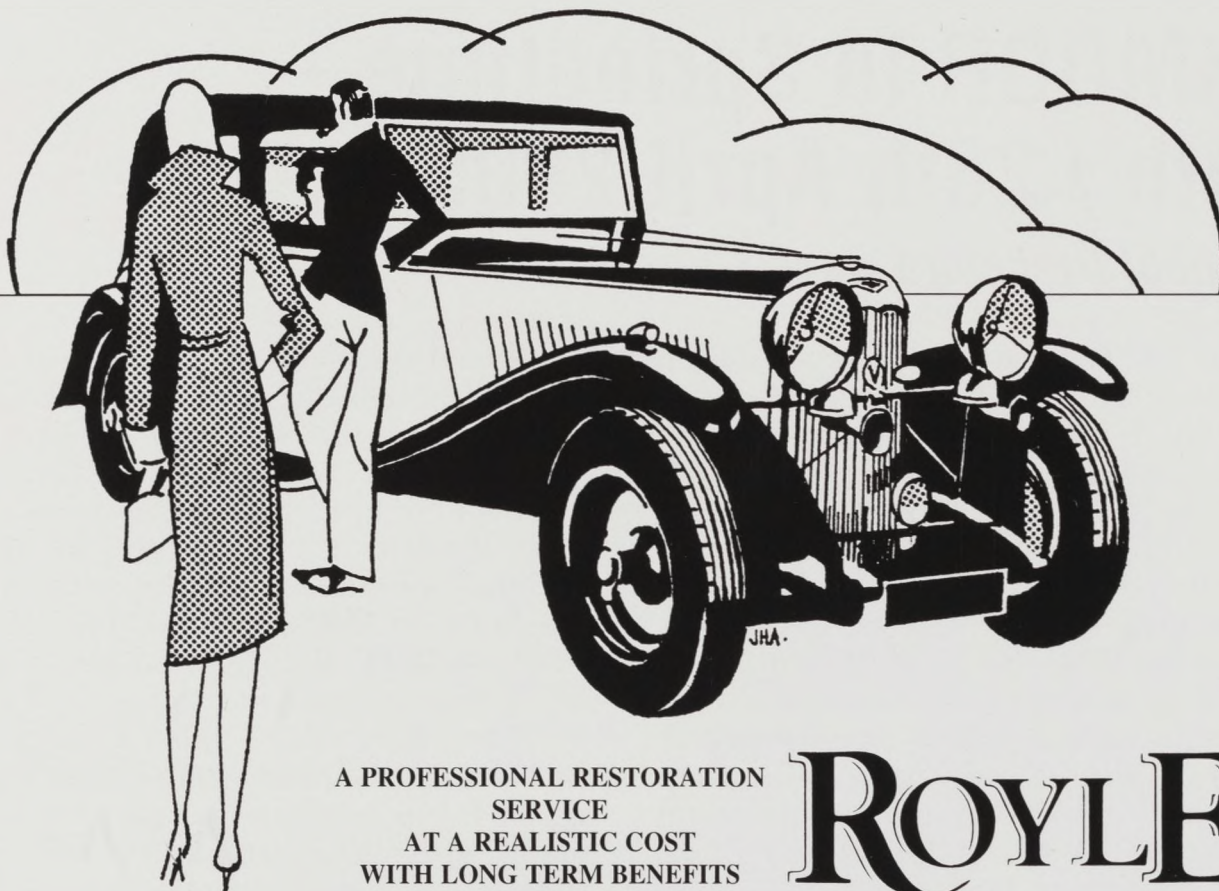
The trip hardly started well for us. We were heading for the Porlock Vale House Hotel, approaching the area on the A39, Georgina noted that the signpost stated Porlock Weir. "Straight on" she said, really meaning turn right. Within seconds I noticed that the road started to climb sharply. Indeed it should, as this was the notorious Porlock Hill, famed in the 1920s for inclines of 25%, with bends to die for. After much huffing and puffing, by me rather than AUL 720, we reached the top. I pulled off the road, and tried to reverse on the grass, which turned out to be a covering for slippery mud. We were stuck. After suggesting politely to Georgina that as she was the navigator she might like to phone the hotel for a tow, five walkers arrived from over the hill to push us out of trouble. What a start.

At the very comfortable hotel, most of the 12 other cars were already

assembled. We could look forward to a convivial break far from the hassles of life, sharing the splendid scenery of Exmoor. Well, that would have been the case had the Fittons been able to arrange good weather. It was not until the third day that we realised that the view from the hotel included sight of the Welsh coastline, until then we thought it was just a foggy estuary.

The first day was a trip to Hestercombe Gardens. Rather than going up the Porlock Hill, John took us to a toll road, with little traffic for our first attempt to get on to the plateau, which is Exmoor. You needed a bit of a run at this, which meant taking the cars over a number of potholes on a slippery surface. The route was through a valley with overhanging trees. Robin and Mairwen Colquhoun were the first casualties in their 2 litre L/C Tourer. Timing trouble, which was quickly cured. Peter and Natalie Blenk had to breathe-in to get their V12 saloon through one of the many tight bridges that straddle the rivers. And so we reached Exmoor, and the rain came, and we travelled with hoods aloft.

One of the only times when the directions failed, occurred on the way to coffee. 'After a short distance turn right'. After 100 yards there was indeed a right turn, which several took, but the correct 'right turn' to Exford was in fact 400 yards further on. Whoops. Most of the stragglers eventually found the coffee, save for John and Alison Boyes in their splendid 4½ VdP, DHC who did not, and met up later. The stop allowed Cyril and Doreen Hollingworth to have the tyre pressures of their 3 litre tourer checked at the local garage. Whilst on the subject of garages, we became aware that those



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offering petrol are few and far between on the moor. Too many long hills in second or even first gear causes a dramatic drop in fuel consumption for these cars, which was not good in normal times.

And then on towards Taunton and the gardens at Hestercombe. We only had one punch-up with the locals who were mainly kindly towards our unusual form of transport. This occurred when we were in a narrow country lane. The Blenks pulled over for a tractor and Peter reversed towards a vehicle in a farm yard entrance. He pulled away and caught his bumper on that of the car. Not a scratch on the Lagonda, nor for that matter on the somewhat battered farm van, but a rubber bit had sprung off. As luck would have it the van belonged to the tractor driver pulling the slurry cart. He was far from amused with the thought of these elderly Lagondas filling up the lanes of 'his' Exmoor and told Peter as much.

At Hestercombe we were able to grace the front lawn of the house, which is the Headquarters of the Regional Fire Brigade. The gardens are being restored to their former splendour, courtesy of English Heritage and the lottery fund. It is best described as an extended garden stretching up a valley with lakes, a famous cascade, and various Georgian garden buildings. It will be interesting to see how it develops in a few years time. Of great joy were the gardens nearer the house, some of which had been designed by Edwin Lutyens and Gertrude Jekyll.

The second day started with a run up Porlock Hill. In a 4½, second gear is the order of the day, with a hope that you are not baulked by a modern! For some of the smaller engined cars a kinder route was sought and found. The feat by that Singer in 1929 which managed 100 ascents in 15 hours, only becomes fully appreciated when you have tried it yourself. Remember that in those days there was only a gravel surface to the road. Hence of course the title Singer Porlock given to those little 9 h.p. cars.

The route took us through real Lorna

Doone country, the sun briefly paid a visit to see us on our way, and show the Moor in all its raw beauty bathed in the yellows, greens and brown of spring.

Because it was just before the tourist season began, prior arrangements had been made with the owners of the watering holes. Unfortunately on this occasion the warmth of hibernation was too appealing for those at Lynton and we had to progress along the coast to the Hunters Inn at Martinoe. We were later to learn that the very pretty Coupe of Tom and Shirley Willcox and the 16/80 of Charles and Emma Hobbins had both failed on the steep hill out of Lynmouth, and were to progress to the feature of the day, Arlington Court by a less trying route.

In the meantime we took the coast road, to the inn. I use the word road in the loosest of fashion, as it is also described as a coastal path on my map. It started off at a toll, 50p into the honesty box, and a 1:4 hill through several 340 degree bends. As mentioned before, the 43 foot turning circle of a 4½ is a slight hindrance, when the road is 30 feet at the turn. Were that not enough, this was a three mile single track with the odd passing space. The track, sorry John, was in parts covered by moss due to the overhanging trees and lack of use, hence very slippery. Thankfully the passenger was hillside and could not see the 200 foot drop over the 2 foot high wall. As there were constant bends, the author, who made the mistake of taking the lead, feared on-coming traffic and had no option but to travel in first gear for most of the time. Fuel consumption must have been 3 mpg, for although having filled up on arrival at Porlock, the tank's gauge was to show nil later that day after only 120 miles.

We approached Hunters Inn with another bend. By that time Michael and Shirley Valentine in their impressive V12 DHC were against a metal barrier. We feared that they had collided with it, as Shirley was out of the car directing the chauffeur. Gladly this was just navigation

by the inch, and there was no harm done. When we arrived at the stop Michael was to find that the hand brake was stuck on. Perhaps he tried a hand brake turn on that last corner? Worse was to come on the journey to London when the petrol pump was to fail.

The publican commented that almost no one wanted beer, only coffee. With those roads, no wonder. We drank our well earned coffee in glorious sunshine.

The next stop was Arlington Court. Richard and Sue Reay-Smith detoured for petrol, having the same problem with over consumption in their 4½ as us. The car was running slightly under full power, being in need of tappet adjustment, which Richard wanted to leave until he returned home. It turned out to be a stripped thread on an adjuster. Much to Sue's pleasure he was to keep down to a lowly 70mph.

This Regency period National Trust property was most impressive. Unusually we had to press a bell to enter the front door. Apparently Miss Rosalie Chichester who bequeathed the estate stipulated that visitors should be welcomed to the house individually, and not enter the house as they would a museum. The gardens and the National collection of horse drawn carriages were equally impressive.

On the way back we descended the moor through the long and fairly straight valley from Wheddon Cross. After some two miles with brakes applied and with the engine slowing AUL 720 down, we reached the main road. She was sounding a little rough which meant to me that the plugs were in need of a blow and a quick hop to 65mph did the trick. Only afterwards did it occur to me that the oil pressure had been going through the floor all that time. No damage would have been done because there was no strain on the engine, but with the pump at the rear of the Meadows engine, and the oil at the front in a similar fashion to braking at traffic lights, there was no oil to be pumped. A sobering thought.

The roughness of the roads was starting to take its toll. Walter and Rosie Thompson's 2 litre had the wobbles. The spare wheel attachment came loose. John Batt, who with Susie insisted on cleaning their car each morning before applying more mud during the day, explained that it was a simple job to fix if Walter unbolted the coachwork from the chassis, and got four men to lift it while he tightened the nut. Walter demurred and borrowed some rope to keep things together. He was to make friends with the AA when his magneto failed on the way home.

On this trip David and Gill Edwards had no trouble with their water works. Last time on Dartmoor much sealant was used to block holes in the most difficult of places. The only comment that comes to mind was the use of a blue tarpaulin to keep the rain off. One morning after the nights rain he removed the cover. The other cars had dried off, but surprise, surprise David's car was still wet from the previous days rain!

On the Wednesday we spent the morning in nearby Dunster. The start looked uncertain as the Blenk's V12 stuttered to stop just outside the hotel drive. Taking the car back to the drive he found the carburettor blocked with gunge. He admitted to faulty maintenance by the owner rather than a faulty car.

The heavens opened at the town car park. Hoods were hardly enough as the rain came at us horizontally. Robin was protected by Lagonda umbrellas as he attempted to eliminate a rear brake clonk. A time for a bit of shopping, and a visit to the much restored castle. To say much restored is rather kind and similar to using the words for a newly bodied Lagonda. The main structure is indeed Victorian, and the 13th century gatehouse the only really old part. Nevertheless the interior was pleasing. Again we were grateful to our

continued on page 29



The cars line up at Hestercombe.



The hoods come down for the sun at Lynton.



At Arlington Court.



Well-earned coffee at Hunters Inn.



Two more shots of the cars at rest.





Not much room for the Reay-Smiths.



The Vienna Rally at Baden. Roland Danner, the organiser in the centre of the group.

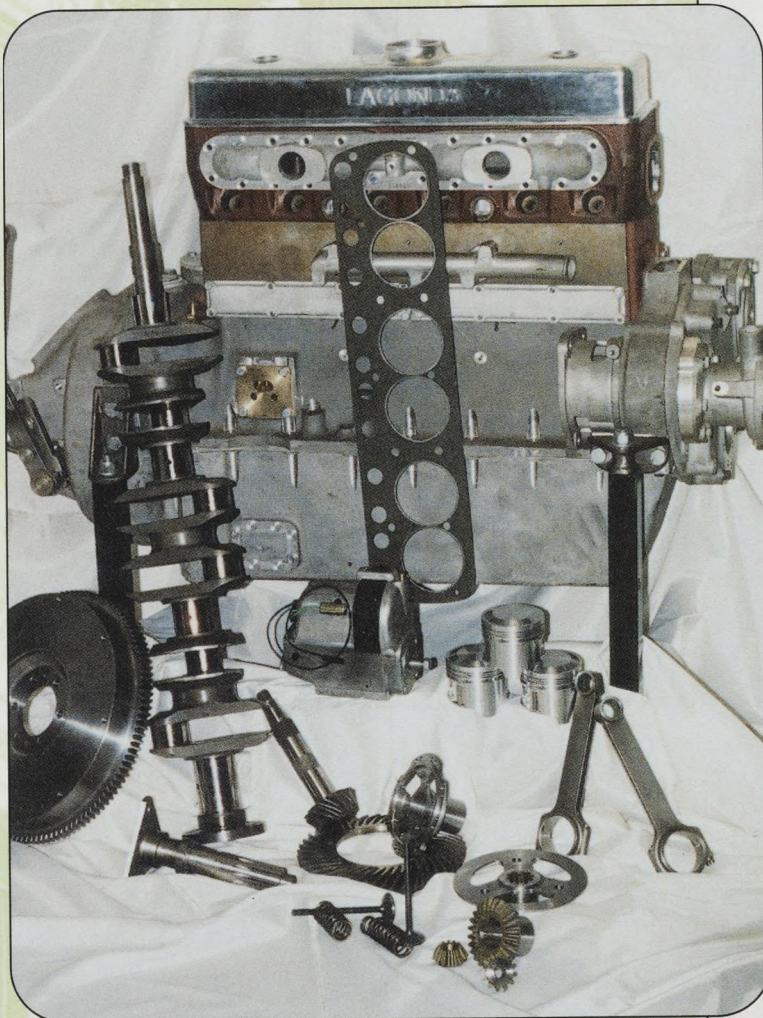


Vienna Rally, showing the splendid array of Lagondas attending. Pictures by David Hine.

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continued from page 22

membership of the N.T. for enabling free entry.

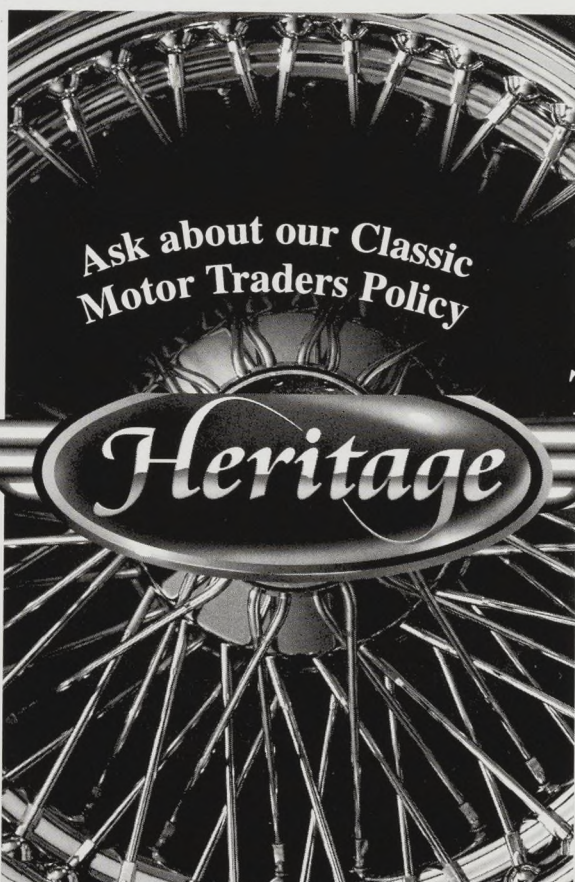
As it was a 'free' day, we opted to have lunch in Dunster, and visit the castle in the afternoon, while the others went to the Tarr Steps where the sun shone. We too enjoyed sunshine not only at the castle grounds but also the tea stop at Selworthy village.

Were there a trophy for persistence, it should go to Tom and Shirley Willcox. Shirley had her leg in plaster due to a fall whilst on holiday in the Galapagos Islands (it sounds so much better than slipping on the wet kitchen floor at home), despite difficulties which meant visits to the doctor whilst on this trip, she persevered and almost enjoyed being taking around the houses and castles in the luxury of a wheel chair with Tom at

the helm. The Lagonda had been adapted accordingly.

The final dinner included entertainment with John Fitton at the electric keyboard and recitations from our very own Lancastrian, Cyril Hollingworth. Watch out David Hine. Being from East of the Pennines, there may be competition looming here. Cyril had made impromptu renditions of 'Albert and the Lion', and 'You're a Boring Bugger Brenda' on previous nights, and built up to a crescendo with 'Noah' as a finale. He was joined in the cabaret by the author and Walter, with jokes about Aynuk and Ayli from the Black Country.

Thus ended the third West Country tour arranged by John and Joan Fitton. What a marvellous trip so ably organised. Thank you both, and here's to next time.



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Lagondas in Wien (Vienna)

September 2005

David Hine goes Continental

IT WAS A WONDERFUL finale to the 2005 touring season when Alan Brown and I took the M45 to Vienna to join the 3rd Lagonda Continental Rally. The concept was started three years ago by Roland Danner and is developing into a new Lagonda family in the heart of Europe where many of our members reside.

Our Hosts this year were Winfried and Hanna Kallinger and they did a beautiful job in organising the long weekend.

The first day we were all greeted at the pleasant hotel in the Spa town of Baden, 40km south of Vienna. There were 35 Lagondas i.e. 70 folk to meet and enjoy our first dinner together. Alan and I were made most welcome and made lots of new friends.

The Friday itinerary was the tour of the spectacular Austrian mountain countryside. Perfect sunny and mild

weather added to our enjoyment.

On Saturday we visited Winfreid's Vienna Lagonda Factory also where Ernst Chalupa restores and maintains member's cars, very impressive.

Lunch was in a beautiful vineyard restaurant and then all 35 cars proceeded into Vienna where special parking had been organised in the Emperor's Palace Gardens. A horse drawn buggy was the way for us to see the impressive sites of this Grand Capital City.

Nearly all cars performed faultlessly but the boys from LMB were on hand if rescue was required.

All to soon came the Gala Dinner and it was all over for another year. 2006 will be held in the Netherlands and 2007 in Switzerland, they promise to be super events.

The entrants in this splendid event were:

Team	Nationality	Car	Year
Arentsen/Arentsen	NL	2L LC tr	1931
Berlinghof/Jordan	D	Tickford Coupè	1954
Chalupa/Chalupa	A	3L tr	1934
Danner/Danner	D	3½ L	1935
Dworzak/Dworzak-Kallinger	A	3L Z3S	1933
Dysli/Eberhardt	CH	LG45 DHC	1936
Ernst/Ernst	D	LG45 R	1936
Fabricius/Fabricius	D	V12 DHC	1938
Grossauer/Grossauer	A	LG45	1936
Harley/Harley	F	LG6 R	1939
Hatebur/Becker	CH	LG45 tr	1937
Hine/Brown	GB	M45 tr	1934
Hinze/Richter	D	M45 tr	1934
Jetzer/Jetzer	CH	M45	1934

Team	Nationality	Car	Year
Jung/Jung	D	LG45 R	1938
Kallinger/Kallinger	A	V12 R	1938
Klement/Klement	D	LG45	1936
Klenk/Meyer	D	M45	1934
Kunkel/Kunkel	D	V12 DHC	1938
Lehner/Lehner	A	2L s/c	1930
Meier/Meier	CH	M45 tr	1934
Sinissbichler/Sinissbichler	A	DB3L DHC	1954
Vanheste/Messent	B	2l Double 12	1930
Westpfahl/Westpfahl	D	LG6 DHC	1938
Worms/Przin. Von Preußen	D	V12 DHC	1938

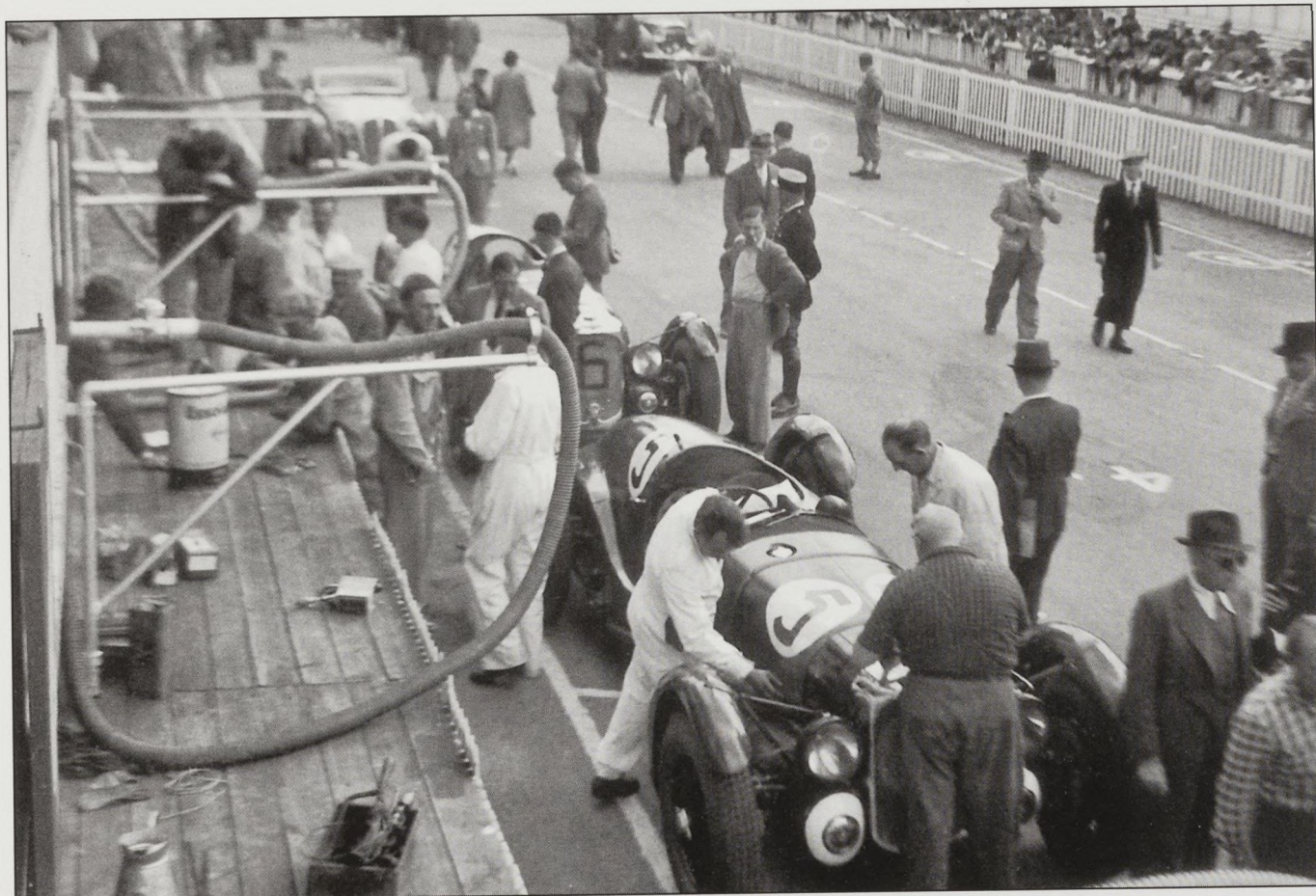


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Another picture from the John Scholey archive, showing the V12s at Le Mans before the start.



Tom Willcox found this postcard in York. It is captioned as 1920, but that is too early for a 14/60.

Fast Thinking

A Club member reveals his naughty secrets to your Editor

AT THE LAST AGM, I was told a rather naughty story by one of our members, whose identity must be kept secret to protect the guilty.

It was a lovely sunny autumn day and our member thought he would take his open topped Lagonda out for what might be the last chance before the onset of cold wet weather. He was cruising happily at 70 plus miles an hour, (not a 2 litre then...) when he looked in his rear view mirror. There, was a police car, blue lights flashing.

"I can get away from him with no problem." thought our member. He floored the accelerator pedal and the police car disappeared into the middle distance. As he cruised along the road at well over 90 mph he suddenly thought "What am I doing? The police will

certainly have got my number and there aren't many Lagondas around here, I'm just being stupid." and he pulled over to the side of the road and waited for the police car to catch up with him.

The policeman pulled up behind him and walked up to the Lagonda. He was obviously a man of good taste and admired the sleek lines of the car. "Sir, my shift ends in five minutes, you obviously know the seriousness of your offence, but if you can give me a good reason for your stupid behaviour that I have never heard before, then I will let you go with a caution."

Our member looked the policeman straight in the eye and said "Well officer, it's like this, last week my wife ran off with a policeman and I thought you were bringing her back!"

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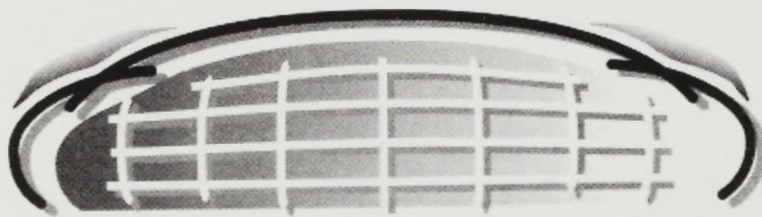
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RESTORING THE PAST WITH ENGINEERING OF THE
FUTURE

Lagonda & Other Matters - Looking for that elusive part/item

Harry Taylor invents a better mousetrap

REQUIRING A PART for a ride-on-mower, a few weeks ago, I discovered the manufacturer went out of business in 1998. The obvious procedure, of course, was to search the Net as the mower was built in the USA but I found nowhere to advertise for a wanted item. There must be hundreds of these machines languishing around the world - locating them is the problem. Consequently, it cost £1,100 for a new mower.

Another thought - if a car part was required, an advert. would be placed with the Club publication according to the marque. If the owner of the part were no longer a club member he would never see the advert.

Ebay is fine for selling but is of no help for searching for something. Someone who has it may view the item, one is seeking, as worthless and would, therefore, never consider advertising.

Consequently, I managed four hours, at evening class, on Web Page Design and have now published a web site called 'www.whosegot.com, aimed purely for any wanted items. It is not a money making exercise but simply a method of bringing two parties together for mutual

benefit. Immediately I have mailed the advertiser with the vendors' address, my involvement ceases.

The design is such that initial communication between parties is by e-mail, none of which can be viewed on the screen therefore maintaining privacy.

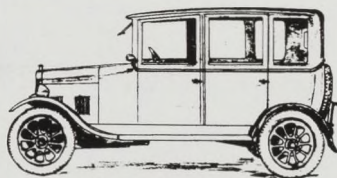
The problems that exist now are:

(a) Various meta tags (key words), I have included in the web page record thousands of 'hits' and as it is a new site it is situated at the bottom of the list. Finding the site then is by the web address only.

(b) Until the web address becomes known, adverts. placed and responses to them will be slow.

(c) The address has been submitted to many search engines for inclusion but this can take up to a month.

If any member would care to assist, from the Home page, please go to **Describe Item** and complete the Advert form, entering the name of your search engine in the **Advert Item** box & submit. If the site is not found, please e-mail me at 'htalO8@aol.com' - I would be most grateful.



If All Else Fails, Read the Instructions

Ken Painter has a New Year's Whinge

THIS IS PROBABLY a waste of space, because my experience as Editor suggests that very few of you read the bits of the magazine that you don't think will actually relate to your specific car. Ever the optimist, I feel that I must try yet again to explain what the Magazine, the Newsletter and the Register can actually do **for** you and what they need **from** you.

Let me start with the Register – and generate a twinge of conscience among those of you who never quite got around to filling in the census form for the new edition. It is more than a list of owners and their cars. By its very nature, it begins to go out of date the moment it is printed, members sell their cars, or buy more, or move. Some resign and some, sadly, die. Even so, it is a very important source of information for all of you. Several owners carry it in their cars so that they can contact other members when they are out and about, although it was never intended as a cut price version of an emergency rescue service! Your Editor has two copies, one by the telephone and one by the computer so that he can check the spellings of names, dates of registration and registration numbers when turning your works of literary genius into readable articles that fit the magazine space available. You would be astonished to learn how many simple errors are corrected in this way, but even Editors aren't infallible and some are missed.

If you care to read the introduction, you will find several pages of useful information on chassis numbers, engine capacity and the location of engine and chassis numbers. Go to the back of the book and you have a positive compendium of essential information. There is an Index of Registration

Numbers, so you can quickly establish just who owns that beautiful Lagonda parked in your local supermarket car park. There is a Geographical Index of members, so you can discover who might be worth a visit when you are on holiday in another part of the country. There is a breakdown of the numbers of each Lagonda model registered with the Club, a list of estimated Lagonda production for each model and, finally, a list of some of the more noteworthy Lagondas. The very newest edition, which you will already have received, also includes all published figures for the weights of the various models. I will leave you to find out where in the Register it is published and emphasise that, if your particular model is not included, it is because the company never published a weight for it.

How is all this information gathered together? Well most of the technical and historical information comes from our tireless Registrar, Arnold Davey (memo to self, how do we go about asking the Pope to make the man a Living Saint?). The rest of the information comes, or jolly well should come, from you as the owners of these delightful machines. It isn't difficult, just fill in the census forms when you receive them and return them as quickly as possible and, after that, ensure that the Hon Sec is advised whenever you buy, sell, repaint or re-register your pride and joy.

Let him know of other changes as well. Have you moved house, changed your telephone number, or email address, or even changed your name or title? I'm not being funny, it does happen and not just to members of the aristocracy. Just as important, when you receive a new Register, check that the details listed under your name are

correct. Human error can creep in, despite the most careful cross-checking of the draft copy before the Register goes to print, but it is a sad fact that many such errors are simply the result of a member's failure to keep the Club informed of changes.

Now the Newsletter. This has been edited and compiled by Arnold Davey for many years. He was doing it before many of you joined the Club, so why do so many of you send information or adverts to the Secretary or the Magazine Editor? Arnold's address is on the top of every copy, so don't throw it away! Adverts are not free and modern reprographics now allow for pictures to be included if you feel the need, but there is no charge for publicising Club events. If you plan to run an event of any kind for our members, Arnold needs to know in good time. As a simple rule of thumb, the Newsletter gives information about future events, urgent or important news from other parts of the old car scene and private "for sale or wanted" advertisements. It is prepared for printing at the start of every month except December, so there can be no excuse from now on for missing a copy deadline.

Events organised by other groups may be included at Arnold's discretion, but they are unlikely to get more than one mention. Occasionally, he will mention a commercial organisation if he thinks that their product or service would benefit our members, but again, they will only get the one entry. If they want more, they are encouraged to take an advertisement in the magazine.

Finally, the Magazine. Everything that follows has been published many times before, but maybe, just maybe, someone might read it this time.

It is published four times a year and, as far as possible, the dates are set so as to allow for important events to be reported as soon as possible after they are over. Unlike your daily newspaper, it is produced by just one person, not by a large team of paid staff, so preparation of

each edition takes time, quite a lot of time! Contributions from you, the members, are not just welcome, they are essential. The Editor's job is to receive, select and edit the contributions, not to write them and, reluctant as I am to admit it, I am not an expert on every aspect of Lagonda history or technical detail. Nor can I attend every event and I am still unable to name every member featured in the pictures you send me.

The deadline for contributions to the magazine is stated very clearly in a box at the foot of page five of every magazine. This should, but probably will not, eliminate the calls I receive every quarter in the weeks following the deadline asking when I want articles sent to me. Even if you submit your contribution before copy date, it does not guarantee that it will appear in the next edition. "Time sensitive" material, such as reports of events will, whenever possible be published in the edition following receipt, but this can never be achieved every time. We budget for a 40 page magazine every time, but occasionally it is necessary to exceed or to reduce this number. The ambition is always to present a mix of event reports, technical articles, historical material and letters from readers, but you can only get what is contributed by yourself or fellow members.

In this modern electronic age, more and more material is received via email and this is a huge time saver. Others send both paper copy and text on disc and this is equally welcome. If you don't have facilities for either, then typewritten copy is fine. It can be scanned straight onto the computer and then very carefully checked, as the "character recognition" programs are nowhere near as good as they claim. At a pinch, I can happily accept hand-written material, but my attempts to decipher some contributions, which appear at first glance to be in some pre-historic script, may be time consuming and will almost certainly result in me sending you my translation for further editing.

Photographs in either black and white or full colour can be sent the old fashioned way or by email, but if you choose the latter then please send in JPEG format at 300 dots per inch. Note that pictures are reproduced normally two per page and 12.5cm wide. Please don't crop your pictures to fancy shapes, leave any editing of picture size and shape to me. You might love the effect, but I get complaints from the rest of the membership if the pictures are too small. **Don't** write on the backs of pictures. The modern photo papers do not allow the ink to dry properly and a picture with a mirror image copy of the caption from another picture will automatically be discarded. The modern fashion for panoramic pictures is not to be encouraged, as they don't fit the available space at all easily.

Under normal conditions, all pictures are printed in landscape format, that means they are wider than they are tall. The cover picture is in portrait format and is 14.8 cm wide. If you have a picture that you think might make a good cover shot I would prefer to work from an original. The ideal cover picture is perfectly focussed and exposed, with

plenty of room at top and bottom of the picture for the text to be over-printed, although we can and do move the text around if the picture warrants it.

Whatever you do, don't try to 'lay out' your contribution as a mix of text and picture on the same, usually A4, page. It just doesn't work when reduced to A5 and into Quark, which is the program used by me and by the printers. For technical reasons, all colour pictures are printed on just eight pages double sided and it would be a waste of the use of colour to include text on the same pages. Black and white pictures can be used either within the text or on separate pages and early pictures are always welcome.

Please don't try to send photographs that have been copied on ordinary photocopiers, they are simply not of sufficient quality for reproduction. If you don't want to, or are unable to send the original, then get one of the many high street copying houses to make you a laser copy, preferably on glossy paper.

There, I feel better for that. Now I think I will go and have a nice lie-down in a darkened room...



Good friends remembered: The late Herb Schofield, the late Denis Jenkinson, the very much alive John Brown and the late John Beardow. Photo: David Hine.

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Invicta "Speedy" at speed



Photograph by Jeff Bloxham

Congratulations to Murray Smith and Martin Stretton who came 5th in the BRDC 500 at the Silverstone classic Weekend. They were only beaten by a BMW 328, Alfa Le Mans, Talbot Daracq and Burnett's very tweaked Talbot 105.

Their fastest lap of 2.27.283 was 10 seconds a lap quicker than any of the other Meadows 4.5 litre cars and 6 seconds faster than the Lagonda V12 Le Mans.

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