

THE MAGAZINE OF THE LAGONDA CLUB

Number 212

Spring 2007

-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*

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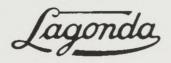
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ContentsFrom the Driving Seat.5The Kiwi Trial.6Josephine - Back to the Future.12Rally to the Hospices.16Lagonda Club Awards.20Award Winners 2006.22Obituary, Colin Lindsey.252 Litre Clutch Rebuild.29Modern Spark Plug Equivalents.32Doing Things the Hard Way.35Letters.36

FRONT COVER

Peter Blenk's LG45 Tourer, pictured on the North Devon Rally



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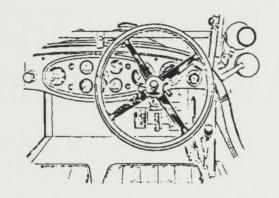
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From the Driving Seat

Ken Painter

AS I WRITE this, the sun is shining, the garden is full of spring flowers and the buds on the trees are fat and ready to burst into leaf at any time. Spring has sprung and another vintage motoring season is about to begin. Even the Painter family expect to be driving around in a vintage car this season, it isn't a Lagonda. but it was made in the "right" period. However, it is a car of such boring gutless mediocrity, it's only virtue is that it will encourage me to work even harder on the 2 litre saloon. One of my books of quotations cites Aristotle as the author of "Desperate diseases require desperate remedies." Another cites Guy Fawkes. Either way it seems to be worth a trv...

It is not our normal practice to promote the fundraising schemes for good causes planned by our members, but every once in a while one is dreamed up that positively deserves wider support and Peter Gray's bid to raise funds for his local hospice certainly needs all the support we can offer. My wife Chris is as 'bionic' as Peter, as she has a replacement hip and knee and is currently awaiting news on the date for a second knee joint. She freely admits that there is no way that she could attempt such a drive and we are both full of admiration for the brave duo. I know that



we have many members and their spouses/partners who have benefited from these life-enhancing operations and who will share our views on the magnitude of the task they will be undertaking. Those of you who, like me, are still running on 'original equipment' must take our word for it. The hospice service is a truly worthwhile ideal that is tragically undervalued by governments of all colours and to try to help in this way is typical of our membership.

An embarrassing number of errors crept into the last magazine. Most can be blamed on the Editor. It is unforgivable to fail to recognise a Lagonda when it is an identical model to one's first and much loved example. As a former RAF Officer, it might be thought equally silly for me to have missed the mistake concerning a famous wartime aircraft. My only excuse for that is that it was well before my time. Worst of all, I failed to alter the email address of John Breen, who has recently rejoined the Board. Look on page three and note the change. If you have tried and failed to contact him you now know who to blame. I won't dwell on the wrong number on the cover, but to keep your records straight we enclose a sticker for the last edition to and future autojumble keep vou searchers sane for a little longer.

Last date for copy for the Spring Magazine is ... Saturday 28th June 2007 ...

The Kiwi Trial, South Island, New Zealand.

Patrick Daniel has the time of his life.

THE KIWI TRIAL was a mildly competitive rally for 30 pre war and classic cars planned and executed by Bart Reitbergen's Dutch company Classic Events. Bart's rallies are renowned for their first class organisation and interesting content; other rallies of this nature have included 'The Trial to the Nile' and many Winter Trials. Bart's literature for the Kiwi Trial concluded "What better way to see New Zealand than in your own classic car"? I would define the type of car more precisely -"an M45 Lagonda tourer". I am thrilled to have done just this in very good company, and amongst other superb motorcars. I was also fortunate in that my nephew is a young pilot flying with Air Safaris in the Mount Cook area and he took leave to be an excellent navigator, co driver and companion.

I knew that thorough preparation would be the key to my enjoyment and successful participation in the event. For six months David Avre masterminded a complete overhaul of my recently acquired M45 tourer BEV 508. Stuart Timmins was the previous owner and driven the car extensively throughout Europe. New Zealand, for me, would be a big adventure and I wanted the car to be in the best possible condition. I can recall words of wisdom given to me during 2006 by experienced Club members - I heeded them and they were right. Thank you. David's good work was complete by June and I tested the car thoroughly during an 800 mile German rally. All went well but we decided that a new radiator, which would take eight weeks to build, was necessary. So I lost any more summer motoring but fitted the radiator with ten days to spare before shipping. I was satisfied that I had a well prepared car although I would have liked more driving time to prove this.

To my great dismay my satisfaction was destroyed on Day One in New Zealand, 13,000 miles from home, when my car developed a serious overheating problem. The rally service crew were unable to identify the problem at the roadside so I recovered the car to their workshop in Christchurch. There, on a Sunday morning and with typical Kiwi resource and determination, Terry and David removed and backflushed the radiator. We checked the sock that we had fitted in UK as a filter in the cooling system, but it held no debris. I can only assume that during the seven-week voyage from UK there had been a reaction between the coolant and the new radiator, which had resulted in a partially blocked radiator. By lunchtime on Sunday all was well, we rejoined the Rally, never looked back, and had no further significant problems. I am grateful to David Ayre for his preparatory work and for allowing me to participate in this, and to the team at Upper Classics in Christchurch who came to my rescue.

The 2,500 mile rally route around South Island had been most carefully and thoughtfully prepared by Mark



At Lake Tepako, Mount Cook in the background.



Patrick and co-driver Philip.



The West Coast near Greymouth.



 $A\ regularity\ section\ in\ Southland.\ Photo:\ Bart\ Reitbergen.$

Appleton. We enjoyed thrilling driving on near empty sealed and gravel roads, with time to appreciate the magnificent scenery and places of particular interest. I opted for the Club Class which contained an element of competition in 'regularity' sections and which allowed rather more time than the Trial Class to enjoy New Zealand's great natural beauty. I appreciated the national speed limit of 100kph (60 mph), which resulted in relaxed and well ordered driving. Throughout the Rally, Bart and his team of a dozen marshals, not forgetting the service crew, did everything to ensure a well conducted event which gave everyone great enjoyment. The marshals, the sixty participants, and the service crew seemed, as a whole, to comprise a very happy and homogeneous group.

On the open road in New Zealand there are not many opportunities for navigational error, so the 'Regularity' sections on mountainous and often tortuous gravel roads were the testing sections. These sections made for some thrilling driving and it was amazing how the cars stood up to being driven hard in tough conditions. Skill was not only required from the driver but also from the navigator to ensure we "clocked in" to the second - at several secret check points in a 30/40 km section. Bart is a past master at separating sheep from goats and I have learnt that in any written instruction for a regularity section (which usually has to be read under pressure of time), if you have not spotted the trick in the route then you have not read the instruction thoroughly. Like many others we were penalised in the final regularity section for missing the 'sting in the tail'.

Each day would start from the hotel where we had enjoyed dinner together the previous evening. The Route Book gave us directions for the day and locations of time controls, which had been carefully planned to allow necessary breaks, and for us to have lunch together. Our starting order varied each day so we were usually amongst different companions who might be Dutch, English, American or German, and all in a great variety of cars. The smallest car was a 1953 MG TD and the largest a 1926 Speed Six Bentley. There was a range of other interesting cars amongst them Jaguars, Mercedes, a 1925 30/98 Vauxhall, a Derby Bentley, a 1937 Hudson tourer, and Aston Martin, and Lotus Elans. I am delighted to say that my Lagonda was the most admired car on the Rally and at one point another participant made me a handsome offer for the car. In addition to other driving we were allowed to drive a lap consistency test at the Teratonga Park race circuit near Invercargill. Each car drove five laps of this southernmost FIA graded circuit. The first lap to familiarise ourselves, the second to set our standard time, two more laps to match that time, and a final lap to exit safely. It was a good experience and great fun.

We drove round and throughout the South Island - Christchurch, Mt Cook, Wanaka, Dansey's Pass, Dunedin, the Otago Peninsular, the Catlins. Invercargill, Tec Anau, Milford Sound, Queenstown, the Haast Pass, the West Greymouth, Coast, Franz Joseph, Westport, the Buller Gorge, Nelson, Abel Tasman National Park, Havelock, Marlborough Sounds, Picton, Blenheim, Kaikora, Hanmer Springs and back to Christchurch. Our daily routes were seldom direct and we drove through many areas not usually seen by visitors. We enjoyed every type of weather and happily enjoyed the comfort of the hood in the wildest of conditions. We saw superb mountains, lakes, and rivers, and the spectacular west coast, where the rolling breakers of the Tasman Sea cover the wide sands and crash against the rocky coastline – an ocean sight that rivals the Pacific coast of USA. Most of us, in one way or another, participated in the adventurous activities New Zealanders have invented, and we enjoyed their remarkable hospitality. Fishing, garden visiting and the Trans Alpine rail journey also featured in the holiday.

The performance of our motorcars, not least my Lagonda, must be very high amongst the highlights of a superb Rally. Apart from one engine oil change my car consumed virtually no oil and returned 15 mpg. Our initial setback gave us substantial penalties for the first week of the Rally. During the second week we gradually worked our way up to second place in our Class. Overall we won the trophy for "against all the odds" which I regarded as a hard earned compliment.

The final sting in the tail was that we had to pay a departure charge at Christchurch airport in order to be allowed to leave New Zealand. I would have paid a great deal more to have been allowed to stay! The Kiwi Trial was a superb adventure.

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Who is the dashing young driver of the Rapier DHC? Turn the page to find out!



Josephine - Back to the Future

Colin Bugler is re-united with his first love

WAS SEPTEMBER 1953 verv important month for me for two reasons. First, I was demobbed from the Army after two years National Service and, secondly, I bought my very first car which happened to be a Lagonda. I had had a Norton ES2 motor bike during my army days but decided that four wheels and a roof over my head made more sense for a daily commuting journey, not to mention taking girls out! Quite by chance I saw a pretty little sports car in a window in Bournemouth, Hampshire and this turned out to be a Lagonda Rapier Drophead Coupe. Having barely heard of the marque I bought the car on an impulse and joined the Rapier Register and then the Lagonda Club in February 1954. In the next five years I did 50,000 miles which included many rallies, driving test meetings and the start of my racing interests at Silverstone. By then I had also met Valerie who came with me to many of the meetings.

To say that I became very fond of this car is an understatement and for some reason that I now can't remember I called her Josephine. Eventually Valerie and I married and, before long, our first son Martin was on the way. I made the big decision that with only one income I could not afford to own a car so Josephine went to a new owner in Bristol who kept her for only a few months and sold her to someone who kept her for about six years.

In October 1964 Josephine passed to Maurice Kelliher and, somehow I heard that he had bought her for spares for a Rapier he already owned. In some panic I visited him with my photograph album and pleaded with him not to destroy my old Rapier. That my plea was successful was proved by Maurice owning her for the next 42 years.

We kept in touch from time to time, I visited him on about three occasions and established an understanding that, if he ever considered selling Josephine, I would be given the first opportunity. Having recently sold my Alvis saloon and having a space in my garage, I phoned Maurice just before Christmas 2006 who agreed to think it over and, in the New Year, he agreed to sell her to me as infirmity had made it almost impossible for him to drive her. So, on the 4th February 2007, my youngest son David (who will one day inherit this Rapier) and I set off for Glasgow where Josephine has lived for well over 20 years and next day she returned to our family on a trailer.

Maurice has not been able to use the car regularly for some years and David and I are now planning some restoration work. It is absolutely fascinating buying back my first ever car which I owned 49 years earlier as there are so many things which are familiar and I can see many small alterations I made during my ownership In particular, in 1956 I had



Colin takes a well-earned break, "somewhere in Scotland".



 ${\it Safely home, Josephine\ comes\ off\ the\ trailer.}$



"One day, my son, all this will be yours"... David admires Josephine.

Derek Green Car Broker

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At the moment I have for sale a delightful low chassis 2 litre Lagonda which has been in the present ownership for the last 48 years. It has had a complete mechanical restoration by Cedar Classic Cars two years ago.

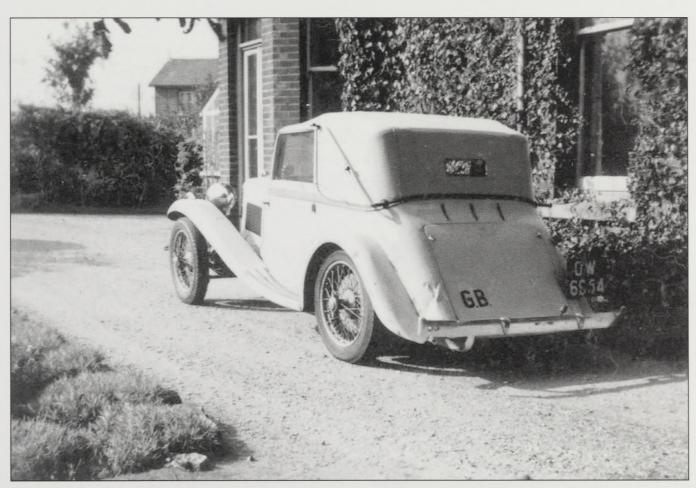
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Phone: 00 44 (0)1252 842653 Mobile: 00 44 (0)7785 250729 the old friction shock absorbers replaced by telescopic ones which, of course, one would not fit now. Unfortunately these have been painted red which makes them hard to ignore so I shall need to camouflage them.

The plan is to get her roadworthy, enjoy the summer and decide how much restoration of body, trim and paintwork will be needed as a next winter's project. I hope that David and Josephine will attend this year's AGM – she was at the

1954 Lagonda AGM (see photograph) and a few more in the mid 1950's. Drophead coupes are now very rare but I think that a semi-permanent roof over one's head which can be lowered on the occasional really good day is a very good compromise between a saloon and a tourer. She has now joined our family 2 litre and our very fast LG45 and these three Lagondas will be in Bugler hands for the foreseeable future – a good thought.



Josephine, taken Autumn 1953.



Rally to the Hospices

ON JUNE 3rd 2007 Rupert Hodges and Peter Gray will leave Goudhurst, in Kent, on a sponsored drive in aid of The Hospice in The Weald and other Hospices.

Rupert will drive his 1931 Austin 7 Box saloon. He has had both knees and both hip joints replaced so is fairly bionic. Peter, only 25% bionic, will drive his 1936 Lagonda M45/LG45 Special. The combined ages of men and machines will be 299 years.

They will drive to Penzance calling at nine Hospices along the south coast and, after a pause, will return to The Hospice in The Weald by a more northerly route visiting another nine Hospices. They hope to arrive, in company and in triumph, at The Hospice in The Weald on June 18th, to be welcomed by Lord Mayhew.

This rally is to publicise our National Hospices and to draw the attention of the public and the government to their great work and to the financial challenge they all face. They receive little government help, as little as 10% of the core funding in the case of The Hospice in The Weald.

Rupert and Peter will cover all their costs, so that everything raised, Gift Aided if possible, will go to the Hospice Movement.

Local companies in the Goudhurst area will sponsor the Rally.

Each Hospice visited will do its own fundraising to coincide with the visit by Rupert and Peter.

Donations in support of Rupert and Peter, for The Hospice in The Weald, may be made on line at www.justgiving.com/rallytothehospices. Justgiving will collect the Gift Aid and pass the proceeds to the Hospice. Alternatively please send them to Judy Hodges, Finches, Summerhill, Goudhurst, Kent TN17 1JT, phone 01580 212280.

Anyone who would like to join in - preferably with an interesting car - for any leg of the Rally, or at any of the Hospice visits, you will be very welcome. The rally itinerary is shown on the next page.

For more information, please phone Rupert on 01580 212280 or Peter on 01580 211496.





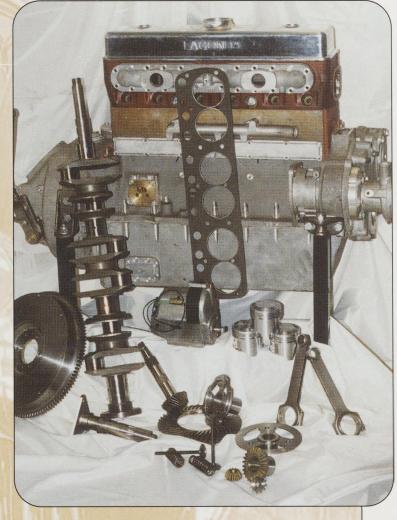
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Peter and Rupert beside their cars.



The route they plan to follow.



The Hospices Rupert and Peter plan to visit are:

	Sunday, 3rd June START -	Goudhurst, The Plain	08.45
		Hospice in The Weald	09.00
		Lewes	11.00
		Worthing	14.00
		Chichester	16.30
	26 1 41 7	D	
	Monday, 4th June	Portsmouth	10.30
		Lymington	14.30
-	Tuesday 5th June	Danahastan	11.00
	Tuesday, 5th June	Dorchester	11.00
		Exeter	16.00
	Wadnasday 6th Juna	Dlymouth	11.00
	Wednesday, 6th June	Plymouth St Austell	
		St Austell	15.00
	Friday, 15th June	Barnstable, Naomi House Children's	10.30
	Tiray, Totil Jano	Barnstable, North Devon	11.30
		Taunton	16.00
		Tuanton	10.00
	Saturday, 16th June	Bradford on Avon	13.30
	, , , , , , , , , , , , , , , , , , , ,	Swindon	16.15
	Sunday, 17th June	Basingstoke	11.00
		Farnham (not yet confirmed	13.00
		Guildford	15.00
	Monday, 18th June	FINISH -	
		Hospice in The Weald	12.00



LAGONDA CLUB AWARDS

ALLISON TROPHY

Hants/Dorset/Wessex Treasure Hunt Winner.

BENTLEY TROPHY

First Lagonda in BDC/Lagonda race at Silverstone.

BELLINI TROPHY

Model of the Le Mans winner awarded for the best performance in competition events by a newcomer.

CAR CLUB CUP

Concours winner at AGM.

COMMITTEE PLATE

A silver salver awarded by the Committee at their discretion.

CROCKER TROPHY

A Rose Bowl for best performance by a Rapier.

DENSHAM TROPHY

A Roy Nockolds painting of a 2 litre awarded for the most active 2 litre or 16/80.

EXPENSIVE NOISES TROPHY

A bent conrod and piston mounted on a wooden plinth usually given to someone who has had a serious mechanical malady.

FOX MOBIL TROPHY

Fastest 2 litre or 16/80 at Prescott Hillclimb (has sometimes been awarded to the fastest Lagonda).

FOX & NICHOLL LE MANS TROPHY

The most prestigious trophy, given for best overall racing performance.

GABER TROPHY

Painting of a V12 team car at Le Mans, awarded for the best performance in a V12 in any event.

GOSTLING TROPHY

Two gear wheels and a clutch stop arm mounted on a wooden plinth awarded by the Editor for the best Magazine article (also given a Parker Pen).

INVICTA TROPHY

Picture of an Invicta awarded for the best performance by Club member driving an Invicta in all types of event.

LADIES TROPHY

Awarded by the Committee as and when appropriate.

MICHAEL TROPHY

A silver cup awarded for the best performance driving any Lagonda car in all types of events.

MIDLAND ENTHUSIAST TROPHY

This trophy was originally presented to the Barnsley Cycle Club Motor Section in 1907. It is the figure of Mercury with a silver coating mounted on a hallmarked silver base. The engraving shows the names of early recipients of the

trophy and details an early motor cycle. It will be awarded annually and subject to circumstances will be presented at the Midlands Christmas Lunch to a member of the Club who has shown dedication, enthusiasm and generally promoted Lagonda in all ways. Should it be that the informal Midlands section of the Club no longer meets, then the trophy shall revert absolutely to the parent Lagonda Club to be used at the discretion of the Committee

NIGHT TRIAL TROPHY

Best performance in a night trial.

NORTHERN TROPHY

Winner of Northern Driving Tests – currently held in abeyance.

RAINE TROPHY

Best performance in a DB car.

SEATON TROPHY

A painting of Geoff Seaton's 3 litre awarded to a member at AGM for the best maintained and used Lagonda in attendance.

VOKES TROPHY

Winner of AGM driving tests.



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Award Winners 2006

Alinson Trophy Not awarded

Bellini James Wilmot-Smith

Bentley David Brock-Jest

Committee Trophy Peter Walby

CrockerJohn Boyes

Densham John Hutchby

Expensive Noises Trophy Roger Threlfall

Fox Mobil Tim Gresty

Fox and Nicholl John Boyes

Gaber David Brock-Jest

Gostling Trophy Robin Harms **Invicta** Trevor Swete

LadiesBinkie Oates

Michael Tim Wadsworth

Midland Enthusiast Trophy Robin Colquhoun

Night Trial Trophy James and Andrew Mann

Northern Trophy Not awarded

Raine Robert Watts

Vokes Trophy David Bugler

Concours:

Car Club Trophy Robin Heringa

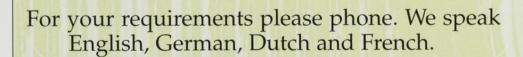
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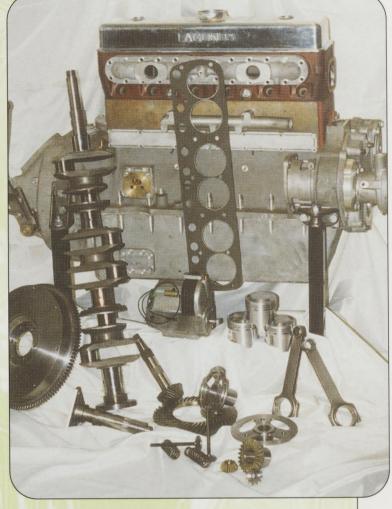
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 $Two\ pictures\ from\ the\ editorial\ collection:\ The\ Elphinstone\ 11.9\ at\ a\ Coys\ Silverstone\ event.$



A 12/24, photographed at Curborough some time ago.

Obituary, Colin Lindsay

COLIN LINDSAY DIED peacefully in hospital on 11th March. He joined the Lagonda Club on 22nd October 1966 and during his time as a member he owned a couple of DB 2.6 saloons, a DB 3 litre and an LG6 saloon. He was appointed Honorary Treasurer for the Club in January 1995 and served until September 1998, but another contribution he made is a much more permanent memorial to him and his qualities.

In the late 1980s it became clear that the Club was at some risk of unlimited liability and ought to reconstitute itself as a limited company. It was done at an AGM and used a Memorandum and Articles of Association that had been rather hurriedly constructed, using a preexisting example as a model.

These served until there was a problem in 1995, which revealed they had a serious deficiency. Responding to this, the Board gathered the Editor of the Magazine, the Treasurer and the chief critic of the existing documents and charged them with producing some better ones.

It turned out to be the happiest of cooperations. The group met many times at Colin's house in Ickleton over bottles of excellent wine, which he contributed, as he didn't have to drive. They worked from the latest version of the Companies Act and a continuous supply of advice provided from Colin's professional resources and gradually redrafted both documents making sure that they suited the exact requirements and ethos of this Club. Advised by Kip Waistell who is a solicitor they made sure the documents were legally sound and at the AGM of 1997 they were adopted.

In some ways it is a pity that such a document does not carry anyone's name for it should certainly have carried Colin's. Every time the other two meet they remind each other of the satisfaction these meetings produced.

Colin's funeral was held on 23rd March, Clive and Shirley Dalton and John Breen represented the Club at the service. We all send our condolences to his wife Anne and to his two daughters, Alexandra and Sonia.





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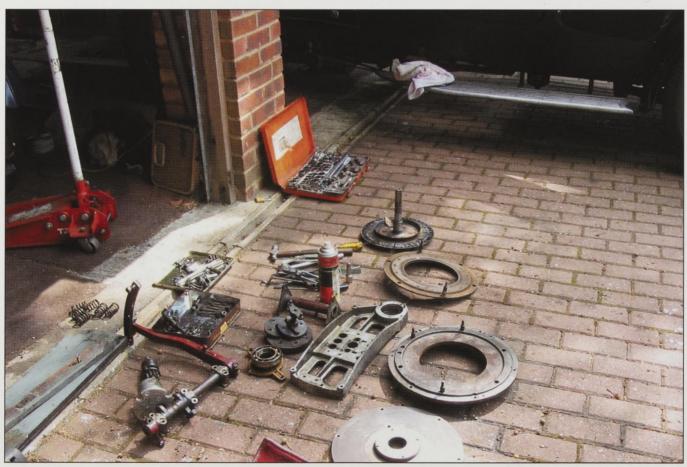


Peter Gray and Rupert Hodges. our Hospice Heros, pose by their cars.





The clutch parts removed ready for inspection.



 $\label{eq:all-interpolation} \textit{All is revealed-if you know what to look for.}$

2-Litre Clutch Rebuild

Peter Sowle delves beneath the floorhoards

A SHORT TIME ago, as I was driving the 2 litre to a local village show, the clutch began to slip on a very modest hill. The car stopped, still in gear with clutch engaged. I switched the engine off and sat for some ten minutes to allow the clutch to cool. We made it to the show and later the three miles or so back home.

Having consulted the 2-litre Lagonda Instruction Book and the Illustrated Spares Catalogue, a phone call to the very helpful Robin Cooke, brought forth within a couple of days, a pair of friction discs with rivets (short ones for the 2litre) and six new clutch springs in case the old ones were now under par.

Now the Lagonda Instruction Book is hardly a "Haynes" manual, having been written at a time when most Lagonda owners were unlikely to undertake their own maintenance, but it is helpful, especially the illustrations on pages 59-61. In the event, clutch removal, rebuilding and replacement is quite logical and straightforward. But be

warned, it's a very heavy lump!

For those owners who would like to tackle the job but perhaps need a little guidance or moral support, I proceeded as follows. Remove the floor, bulkhead carpet and the lowest of the bulkhead boards. Slide back the starter motor and remove the Bendix unit and then the short driveshaft connecting the clutch to gearbox. Remove the Clutch Coupling Unit/Ejector Stop. Remove the shaft carrying pedals the after disconnecting the clutch stop. Then remove the unit upon which the crossshaft holding the pedals was mounted. Ensure the flywheel/clutch unit is turned to TDC so that the balance of the unit is maintained and timing marks are not

disturbed. Undo the six clutch pressure plate nuts, ensuring that if the flywheel assembly is moved it is returned to TDC. The remainder of the procedure is obvious but it helps to pile some wooden blocks up to the housing bottom to take the weight of the unit whilst the clutch

components are removed.

Having removed the unit. dismantled it and drilled out the old copper rivets to remove the linings. I found one lining to be very thin and the other virtually unworn! I took a couple of photographs shown here and related the components to the Instruction Book. It was then that I realised the floating pins had been fitted the wrong way round so that the cover plate was back to front. The keen-eyed reader will spot this in the photographs. Two of the six floating pins are fixed to the cover plate with nuts and the other four pins just float, and eventually all six are bolted to the pressure plate. The friction linings on both cover plate and floating plate face the driving plate, but in my case the cover plate had been assembled the wrong way round because the pins can only face one way. The result was that the cover plate friction lining was facing the pressure plate. Drive was only obtained from the friction lining on the floating plate which in turn bears on the clutch springs in the flywheel.

I cannot imagine how this was not spotted when the clutch was last assembled many years ago. I have driven the car for the past 23 years and covered some 15,000 miles on effectively half a clutch without a problem until recently, and the previous owner owned it nineteen years, although he covered less than five thousand miles in all that time. The new clutch should see me out!

Living with a DB 3 Litre

Robin Allum shares his experiences

I AM NEW to Lagonda motoring. In July 2006 I purchased a 1956 3 litre saloon, a car I always longed for, after almost 40 years of owning classic Jaguars I part exchanged two for the Lagonda. It has been a sharp learning curve, namely the

expense of parts.

Not long after owning the car I was off to a classic car show when the windscreen chipped, there were other chips, like I had on other cars but this one had small cracks around it that soon began to spread. Alas the damage was not repairable, so a replacement was sought, no new ones were available, a couple of second hand ones were, but with no guarantee they would not break when fitted. I could have one made but the quotes were very expensive; Trinity Engineering could get one made at a more reasonable price, but at over £1000. it was still pricey. This was the way I went but it would be 10 weeks before I had the car back.

Soon after having it back I went to an evening event at a local dealership, the weather on the journey home was awful. The headlights are not the brightest, the wipers were on high speed, the heater attempting to keep the screen clear, then the battery started to fade. The dynamo could not stand the pace.

I converted one of my old Jaguars to an alternator, I wanted to fit one on the Lagonda, the trouble is it would stand out like a sore thumb, so I fitted an alternator that looks like a dynamo, fitting is straight forward but the car has to be negative earth. I don't have a problem with converting the car over, purists may frown but it is my car so I will do what I want. Fuel pump and clock were the only things that would not change over, the clock needs refurbishment anyway and the original SU pump had been replaced by a modern positive earth only type, so a new fuel pump was needed. I converted the headlights to halogen with the idea of fitting HID's latter.

indicators have been troublesome, they have the thermal type flasher unit, very slow to get going and they use the same bulb as the brake lamps, this has caused trouble with following motorists, some people do not understand red flashers or hand signals.

The indicators in the brake lamp does not bother me too much. My concern was the delay in starting to flash, the control is an odd French unit that has the flasher unit and a timing device that controls a relay that in turn sends the signal to the front and rear flasher and the brake lights. I wanted to fit a modern electronic type in the circuit. I dismantled the dashboard and discovered a simple control solution, insulate the thermal flasher contacts and a link to the electronic unit a link back, the new unit is piggy backed on the existing circuit. It cannot be seen and works spot on every time. With the headlights and flasher up-rated I feel a lot safer.

I just wish there was a simple power steering conversion available that would make parking easier.

That alternator disguised as a dynamo sounds interesting, where can we buy one? Ed.

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RESTORING THE PAST WITH ENGINEERING OF THE FUTURE

Modern Spark Plug Equivalents and Notes on NGK Plugs

The late John Oliver prepared this list back in 1994, but it is still very useful advice and we have been asked to reprint it

KLG M80 = NGK A8

KLG M75 = NGK A7/AB7

KLG M60 = NGK A6/AB6

KLG M50 = NGK A6/AB6

AC C86/7 = NGK A6/AB6

AC C82/3 = NGK A7/AB7

Champion K9 = NGK A7/AB7 Champion K13 = NGK A6/AB6

Lodge CV/HBV = NGK A6/AB6 Lodge HV/H18 = NGK A7/AB7 Note:-

All on the left are 18mm plugs.

NGK AB6 and AB7 require 14mm spanners and so are much easier to install in 4 ½ Litre Meadows engines. (These are the ones stocked by Robin Cooke plus NGK A8)

NGK A8 requires an 18mm plug spanner.

14mm Plugs Champion L10 = NGK B6HS

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Terry Brewster's le Mans replica at Curborough.



Former Chairman Jeff Ody and former treasurer Alan Elliott enjoy the winter sunshine at the Cranmore, Somerset New Year's Day pub meet.



Jean-Marie Gillen's 3 litre undergoing a little more than sorting out the Ki Gass.



A reminder of summer - Lagondas at Painshill.

Doing Things the Hard Way

Jean-Marie Gillen tries a novel approach

HAVING got number 212 of The Lagonda Club magazine and reading (yes, that's what I normally do with publications) the stories of Ki-Gass pump rebuilding, this evocated some souvenirs in my memory. As I could see a picture of my car on page 24 as well, I decided it was time to do my contribution as a scribe to this wonderful periodic leaflet.

When I bought my Lagonda six years ago, the Ki-gass pump was not working. What on earth is a Ki-gass pump I wondered? The seller had owned the car for twenty years, but he could not tell me. He had bought the Lagonda with a non working engine as he was much impressed by the shape of the helmet type wings, but he never got round to

work on the car.

But let us switch back to the Ki-gass pump. I took it out of the dashboard and dismantled it. Somehow I could not get it to function properly. Buying a new one? I was told to look at Beaulieu for a second hand replacement. My first thought were, that a pump is a pump, and if the manual pump does not work, an electric might do the job. I installed a spare SU fuel pump under the dashboard between the fuel lines of the Ki-Gass pump and an electric switch near the steering wheel to operate it. Unscrewing the fuel supply to the inlet manifold and putting it in a jar to see if the modification works, I noticed that it worked all the time, independent if the switch was on or off. The main fuel supply pump pushed fuel through the pump. Ok, I said, so I will have to get a sort of pump where this is not the case. I went to the shop selling model airplanes, boats and cars. There I asked for a 12V pump, and bought a water pump normally used on a fire combat model German construction

(Feuerlöschboot Weser from Graupner). It is very fuel resistant and pumps really well! I bought some tiny plastic tube used on model aircraft engines for fuel supply. Back at home I exchanged my spare SU pump for the one from the model shop, but the result was the same. Working all time as soon as the ignition switch of the engine was on. Next idea; fit a tap before the pump. Job done, system works. Eureka! Hey, why do I need the pump then, the tap alone is all I need. So I am running my car for nearly six years now with a fake Ki-gass pump mounted on the dashboard and a tiny tap underneath the dashboard. Opening it for 3 seconds on a cold day is all it needs to start the engine.

When I had the system ready I felt quite silly as it took some time for me to do the job, and the final solution was so easy. But then I thought of the beautiful construction of a Ki-gass pump, the engineering of it, the quality of the car and the expense of buying high crafted cars. It would have been much cheaper to fit a simple tap right from the beginning, but then there are other things making our cars so wonderful and desirable. Simple, straight forward cars have a charm of their own. Now, with new knowledge of the Ki-gass pump, thanks to the magazine of the Lagonda Club, I will tackle the job of rebuilding it once again. It is part of the character of the car.

Jean-Marie forgets that the Ki-Gass pump was a standard fitting before the the electric pump and remained after the traditional choke assembly solved the problem in a simple way. Dare I suggest that this was Lagonda electing for an elegant, rather than a simple solution? K.P.P.

Letters

Ken,

Take it from an old WW2 pilot that the description of the Lysander given by Mike Walker in his article "A Day at Shuttleworth" is totally inaccurate.

The Lysander is a single engine high wing monoplane with specially designed flaps and slats that enabled it to take off and land in confined spaces. Hence it use for ferrying agents to and from France during the war

The photograph of KY 5813 on page 7 looks suspiciously like a 16/80, I may be wrong but many years ago I owned KY 5814 which was a 16/80!

The story, The Hood, by Robin Hasler was a great read.

Gordon Ryder

Just to make my shame more complete, KY 5813 is exactly the same body style as my first Lagonda - a 1934 16/80! Malcolm Burgess, the car's proud owner, has suitably chastised me. K.P.P.

Dear Ken

With thanks for another cracking issue of the 'Mag' but out of curiosity, there seems to be an issue missing (?) as the last I received was issue 210 yet this latest is 212. The titles go from Autumn 2006 to Winter 2006/7 but what happened to issue 211?

Further, the item from three members on the internals of the Ki-Gass pump has proved to be most timely for me and I was delighted to be able to be well-briefed before I set out to limit the ongoing petrol damage on my good lady's right knee.

I do fully understand the comments you make about the 'Club's' liability vis a vis offering tips and briefings on technical matters but it really does form such a valuable service to keen amateur mechanics such as myself and I suspect all members are able to benefit from these articles. Quite honestly it is one of the main reasons for belonging to a one make club. 'Health and Safety' - Bah!!!

Kind regards

Anthony Dady

The mis-numbered magazine was a totally out of character mistake by our printers and will not happen again! To get boringly technical, the over-printing on the cover picture is held as a template and the number was inadvertently altered twice.

The article on Club policy regarding contributions was technical published a year ago and will be repeated annually. It is interesting that it attracted virtually no comments the first time round, but this time there have been lots of comments (see below!). We live in an increasingly litigious world and it makes sense for us to ensure that any technical advice is both correct and shows how to undertake often complex tasks in the proper way. Many of our members are either professionally very experienced qualified and engineers, or they may be highly experienced amateur engineers who have learned by experience how things done. The article should be demonstrates that your Board takes its responsibilities very seriously and guides future contributors on a suitable way to share their knowledge. K.P.P.

Dear Mr Painter,

With reference to page 6, magazine No. 212.

One is all too aware that in Blair's Britain we are all required to exist in petrified anticipation of the next disaster, our senses paralysed by the possibility of there not being someone else to blame. I did not though ever envisage the Lagonda Club subscribing to this insidious and debilitating culture.

In over 40 years of membership I have handled numerous projects of a highly specialised nature and at the present time, am regularly contacted by members requiring technical and/or practical assistance; always available. On only one occasion have I experienced anything other than an appreciative, well considered response. Even then the matter was resolved by the readdressing of a previously submitted, comprehensive analysis (common sense, I believe it is called!).

To now find that these self-same members - a sturdy, confident and mature group of people, are to be formally patronised by the procedures to which you refer is, quite frankly, nothing less than insulting. There may well be those who consider that the magazine should feature only glossy pictures of over-restored examples posed outside expensive venues, but - there are a great many with the infinitely more practical interest of reading articles which enable them to better understand and hence, better maintain and enjoy their cars.

However, should the hierarchy not possess the requisite level of confidence in the innate good sense of our members, all that is necessary is a V.S.C.C. newsletter-style disclaimer, not all this; 'nanny knows best' garbage!

What is particularly unappealing is witnessing what was hitherto regarded as an independently-minded editorial

policy, reduced to meekly endorsing the timorous utterings of nannies from onhigh!

What next, a counselling service for those traumatised by an early O.H. gearbox?

A number of people, the writer included, are currently engaged in formulating a system for ensuring that the spares have sensibly applied quality assurance; a practice I have always followed and long advocated to the club.

P.C.-driven silliness, however, is most definitely not; having no place whatsoever in an organisation such as ours.

Intelligent adults will not thank anyone for treating them like retarded children. Leave that to the experts; nannies Blair and Hewitt.

Alternatively, you could always issue a dashboard sticker with the annual membership card:-

"Be sure to hold on tight to nurse - for fear of finding something worse".

From

J. Downes Ryder.

Dear Ken

When I help Tony Wood to produce the annual Rapier Register members' list, I tend to read the previous year's Lag Mags properly for the first time (dreadful admission), in order to update my database with any significant changes affecting Rapiers or their owners.

Last summer (number 209), you published an article by Douglas Fox and a photo of "the only Rapier in Malaysia". The Rapier Register badge might have been inherited with the car, but I can assure you that Tan Sri Basir did indeed join the Register when he bought his Rapier in 2002/3. His Abbott Tourer, UK Reg no JR 4931, has been in and out of

Malcolm Elder's keeping several times in the past ten years, but each time he has ensured that the new owner joins the Register. Tan Sri Basir didn't renew his membership after the first vear, unfortunately, but it is nice to know that he still has the car and is using it, even if it isn't running very well. The metallic paint must be a relatively recent addition. Our photos show a traditional two-tone light/dark blue. However, our 1936 Ranalah DHC has a slightly metallic grey finish, but it is probably not the original pre-war colour.

Best wishes

Ann Pilgrim

My first 16/80 (see above!), was finished in metallic dark silver grey from new. Some years ago we published an article from Arnold Davey detailing how the paint was prepared (from fish scales, if memory serves) and when it was first used. K.P.P.

Dear Ken,

I competed in the AC Owners' Club sprint at Goodwood in November with the 1929 high chassis 2 litre, but experienced a problem I have never had before. Goodwood is a very fast circuit where a 2 litre can virtually go round flat out almost without lifting the right foot. On the second lap the engine began to misfire badly, and also to overheat, this clearly being a fuel starvation situation. Now the Autovac is wholly dependant upon suction from the inlet manifold, but there is virtually no suction when the throttle is wide open, which of course is when there is maximum demand on the fuel supply system. My small diameter Autovac, which I think is standard on

the high chassis car, holds a reserve of roughly a quart of petrol, which ought to be enough for at least five miles on the road, and perhaps about half this at racing speeds.

But there is also a secondary problem with an Autovac. When the petrol level falls, the suction valve opens to lift petrol from the tank, but it also admits air into the inlet system of the engine, weakening the mixture. The engine then coughs and hesitates, and this occurs much more frequently. I have had this effect on hills perhaps only about two hundred yards long, but again it is only noticeable when the throttle is wide open. Lagondas were aware of fuel starvation problems, because on the le Mans team cars, they removed the Autovac, fitted a sealed filler cap to the petrol tank which was pressurised with a hand pump under the dashboard. This can be seen on the late Dick Sage's recreation 1928 team car.

It is worth noting that I have competed at Silverstone in the past with the low chassis car without any problems, but this has the larger diameter Autovac with a bigger capacity. Also, Silverstone is a rather different type of circuit with several slower corners, where the throttle is lifted thereby providing suction at more frequent intervals.

I have effected a cure on the 1929 car by replacing the Autovac with an SU electric pump, although this is not liked by the VSCC eligibility scrutineers. I now propose installing the large diameter Autovac, providing a bigger reserve. I would be very interested to learn if other members have had similar problems.

Yours sincerely,

Alan Elliott

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