



# THE MAGAZINE OF THE LAGONDA CLUB

Number 214

Autumn 2007





# DAVID AYRE



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

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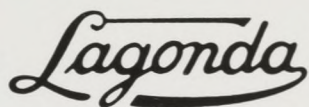
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### FRONT COVER:

*A wonderful display of the Towns designed  
Aston Martin Lagonda at Classic  
Silverstone. Picture: Arnold Davey.*

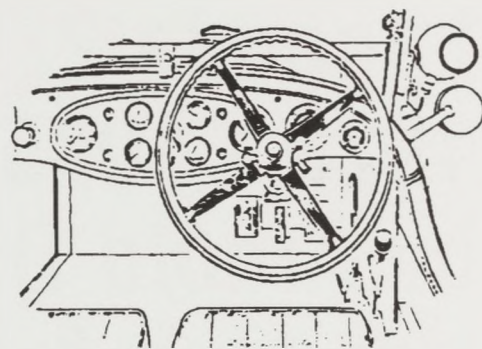
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# From the Driving Seat

**Ken Painter**



RALLIES IN FRANCE and Switzerland, the Mille Miglia and the Peking to Paris event, Lagondas taking part in all of these and articles or photographs about their exploits in this magazine. It is astonishing how things have changed, virtually in one generation. At one time it would have been a real adventure to enter an event as close to our shores as France, now our members frequently travel literally to the other side of the world to take part in competitive events. It is Editorial policy not to dwell on the prices our cars now fetch, but it is a fact that owners are more prepared to lavish time and money in maintaining their pride and joy than could ever be the case when it was cheaper to buy another example than to rebuild an engine.

Our first 16/80 cost the princely sum of £97.10/- in 1959, all five tyres were bald, but with no ten year test then, we drove thousands of miles without ever being stopped by the law. A rash attempt to discover its top speed cost nearly as much again to re-metal the long-suffering big ends, but the oil pressure remained stubbornly low ever after. Happy days? No, not entirely. We had chosen an old quality car primarily because it was cheaper than a more modern family saloon and wouldn't depreciate.

Although it would have been sensible to invest in a proper overhaul and a decent set of tyres, it simply wasn't possible on an income of £14 per week. Do we regret that decision all those years ago? Not a bit! The memories of regular journeys from Bridlington in East Yorkshire down to our home village near Oxford remain as clear and bright as if they were undertaken yesterday. The car is still in the Club, although it lost its original registration number for a "personalised plate" sometime along the way and is, I hope, giving its current owner the pleasure it gave us.

Humble apologies are offered to Tony Tocock for consistently misspelling his name in the last magazine. Tony had taken the trouble to print his name to avoid any mistakes and the only excuse I can offer is that I served with a colleague called Tostock in the R.A.F. and must have gone onto automatic pilot. Tony tells me that after he left Aston Martin Lagonda, he ran a garage in Staines and I have already been able to put him in touch with one former customer. He asks that I print his telephone number, so that former customers or colleagues from his Feltham or Staines days can also re-establish contact, it is: 01202 632881.

***Last date for copy for the  
Spring Magazine is  
... Saturday 2nd December 2007 ...***



# **Lagonda 2, 3 & 3½ Litre in Detail 1925 - 1935, including 16/80 by Arnold Davey Herridge & Sons Ltd. ISBN 978-0-9549981-8-9 Price £35.00**

ARNOLD DAVEY has been the Lagonda Club Archivist since the early 1960s and must be the most knowledgeable man on the planet about our chosen marque and its most prolific author. He has followed up his superb book on the 4½ litre and V12 models with the most detailed and readable account of the earlier models ever written.

The book follows the pattern of the earlier volume by giving a succinct resumé of the company's history, from its founding in 1899 to the end of the 12/24 era in 1925, followed by a comprehensive history and description of every model produced up to the 3½ litre in 1934.

He deals in turn with the 14/60, the 16/65, the Speed Model, 3 litres and a Racing team, the low chassis models, the supercharged version, the fascinating but complex Selector and the 3½ litre. Further chapters cover: On the Road Today, Ownership Today, a summary of road test comparisons and, last but not least, a short but welcoming introduction to the Lagonda Club.

For each model there are, on average, two pictures per page. Many are from the Club's extensive archives, but, most importantly, others show a good representative example of the model in question, photographed in full colour and highlighting the salient points - the "in detail" part of the title is taken very

seriously! The very large number of pictures leads to the only - and very minor - criticism of the book. There simply isn't enough room within the text to ensure that the pictures and the text are always referring to the same model

For those who, like your reviewer, are restoring a car, the book will prove to be as essential an aid as the technical books published by the Club. For those who are seeking a car it (and its companion volume on the larger cars) will be of enormous assistance in selecting the model most suited to your needs. For those already fortunate enough to own an example it will be a permanent reminder of your inherent good taste!

The colour photographs were taken especially for the book and the quality is superb. You will spend many happy hours studying them in fine detail and I defy anyone not to learn something new about the cars as they do. Without doubt, this will become an essential volume in every Lagonda enthusiast's library.

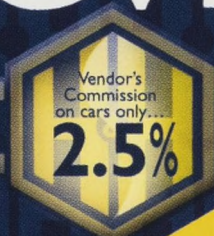
The publishers are offering the book at favourable terms to Club members and their flier is included with the magazine. Left around the house with sufficient broad hints, it should ensure a very happy Christmas for many members.

K.P.P.



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**We have enjoyed considerable success with Lagondas in recent times, and the lovely dark green 1936 LG45 Tourer continued the trend when it sold for £88,000 in our June Buxton auction.**

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*Christopher Claridge-Ware and a dusty M45 on the Peking to Paris Motor Challenge, see the epic account opposite.*



# 2007 Peking to Paris Motor Challenge May 27th - June 30th

*Christopher Claridge-Ware reports of what could well be the challenge of the century*

THE 2007 PEKING to Paris Motor Challenge celebrated the remarkable achievements of exactly 100 years ago with a timed re-enactment of the original "great race" - the Peking to Paris Motor Challenge... the first-ever trans-Continental motor-rally. It became an epic challenge between a Prince and a Pauper - Prince Borghese had the best funded entry and carefully researched the conditions of setting out on a journey where the first 5,000 miles saw no roads, at all, so, no maps and no garages. His chief rival, Charles Goddard was a fair-ground worker who, until he read news of the race in a Paris newspaper, Le Matin, picked up blowing in the wind, he had never even sat in a motor-car, so had no idea how to drive one.

Five cars set out from Peking, four made it to Paris to a tumultuous welcome and world-wide fame - they had set out to prove that man and machine could now go anywhere, they hoped it would make borders between countries redundant. They had left Peking with no passports - these had been confiscated by Chinese authorities who suspected they were spies, and had no interest in seeing the success of the motor-car having just invested in shares in the trans-Siberian railway.

The second Peking to Paris was not held until the summer of 1997, when, on the 90th anniversary, the Classic Rally Association (now the Endurance Rally Association and organiser of the 3rd event) staged the first-ever rally for classic and vintage cars to cross China, and the first-ever rally to cross Tibet. This rally camped at the foot of Mount Everest and cracked open the border

between Tibet and Nepal. The border at Friendship Bridge between Tibet and Nepal had been closed for 40 years since it was slammed shut by Chairman Mao - the 90th Anniversary Peking to Paris negotiated the re-opening, it remains open today. This rally drove on into India and Pakistan, and were the first rally to cross Iran since the 1977 London to Sydney Marathon. Of 96 cars that set out, all but nine made it to the celebrations in Place de la Concorde.

The third Peking to Paris, run between 27th May and 30th June 2007 celebrates the 100th anniversary of the first great race. This event, included within the FIVA international calendar for road events, was flagged away from the Great Wall of China and was intended to be totally authentic, in terms of driving conditions and places visited, taking cars northwards through the Great Wall of China, through the Gobi Desert into Outer Mongolia, crossing the Steppes and vast grassy plains of Asia, into Russia and Southern Siberia and on to Moscow.... then it was northwards to St. Petersburg, and on into Europe to a party in Paris.

Five Lagondas were entered;

1927 High Chassis T1 4500 cc Jorg Lemberg and Dietmar Binkowski

1933 M45 Tourer Christopher and Anita Claridge-Ware

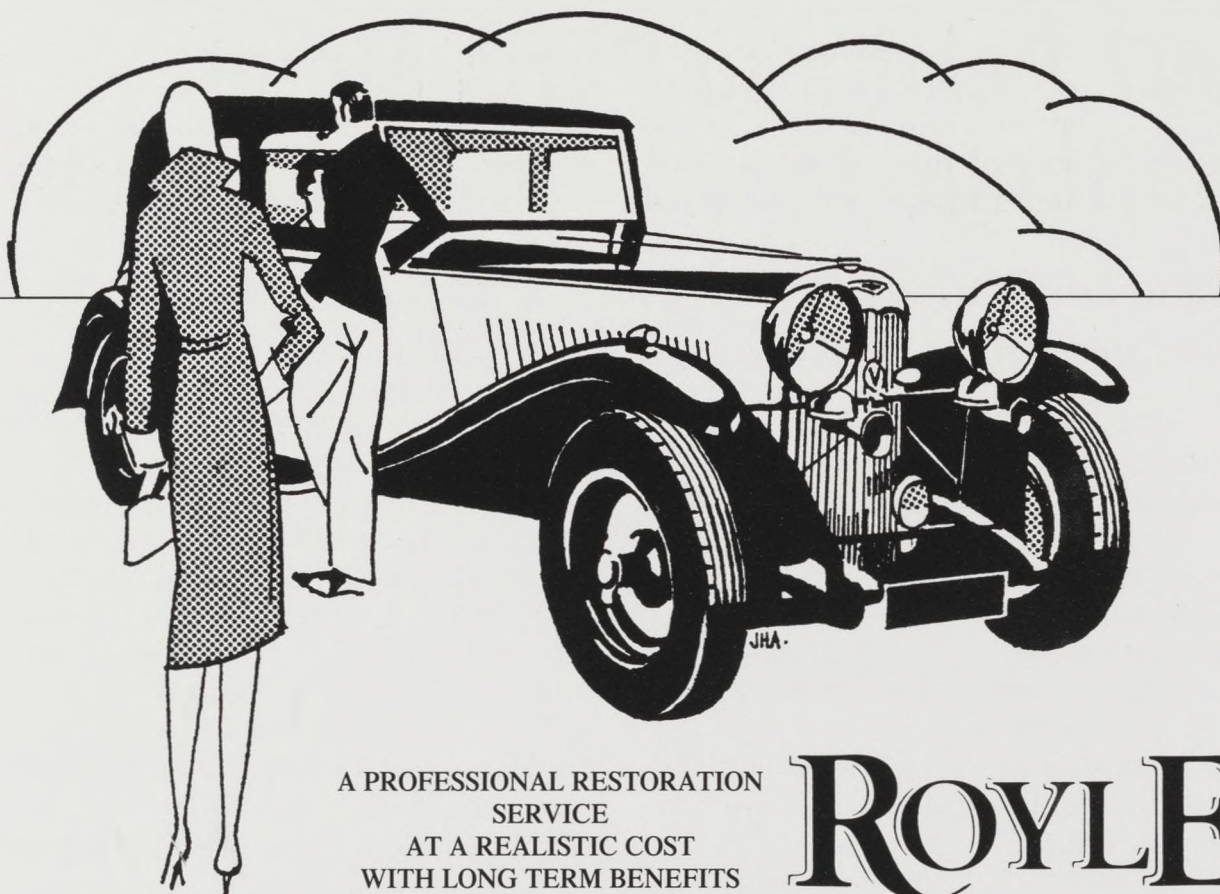
1934 3 Litre T7 Nigel Gambier and Hugo Upton

1934 M45 Tourer Bob Fountain and Joseph De Giorgi

1935 M45 Tourer Chris and Nicola Lunn

The organisers planned this event for four years, those competing in





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# 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.

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Lagondas spent varying amounts of time in preparation (CCW - 18 months). These preparations, however long, were needed for most of the route but were especially tested during the route across the Gobi and then Mongolia. Car preparation included; all mechanicals refurbished or if appropriate replaced, skid plates for engine, gearbox, differential and brake rods, new radiator core, revised filters for carburation, twin fuel systems and revised pumps, "lorry quality" fuel filtration for water, heavy duty 6 ply tyres, upgraded springs, spring assisters, under wing stone guards, radiator and light guards, driving lights, secondary fuel tank capable of taking the car 600 kms between fuel stops, navigation equipment (Halda Twinmaster in our case) plus GPS for Mongolia....the list went on and on.

#### **Days 1 and 2:**

After the start, the first couple of days were relatively easy driving and even included sight seeing. It was an opportunity to settle the car, get to grips with GPS and manage the daily routine of being in a rally with 130 other competitors!

**Day 3** and things were to change. The Rally left China and passed into Mongolia (an easy border crossing) and within a few kilometres was driving across a lunar moonscape and bouncing on surfaces to suit... and it would be like this for several days. The roughest, toughest, section of the rally was under way with rocky outcrops, loose sandy stretches, hard gravel, corrugations, constant ruts, all now coming up thick and fast.

The Gobi Desert offered tracks that criss-crossed everywhere making a challenge for the navigator and we were no sooner into this than the first Time Trial was upon us. Now progress would be measured against the clock as well.

Those who prepared well romped it, those who hadn't were soon in difficulty. Cars that were too heavy or too overloaded suffered the worst. The track was taking us steadily northwards and

we ran in the company of long lines of telegraph poles for a while, very Borghese-style, but soon we even lost these for company, and tracks across vast horizons were only dotted with the occasional dust-trail far ahead as a reminder that we were not exactly alone.

For some, GPS and the route-book were too much and a handful of cars made serious errors and took wrong turnings to end up well off course. By the end of the day, this was to put the organisation under severe pressure. I am pleased to say all Lagondas were on time.

The wind was steadily whipping up small dust clouds, an omen of worse to come. The track to the start of the Time Trial was entertaining and a real challenge, the Time Trial was just more of the same, but, a touch smoother, with several changes of direction that could only be decided upon by accurate use of the GPS.

The day ended at our first camp-site and the first job on arrival was working out how to put up our tent, with the wind now getting more angry by the minute. As the sun dropped, the wind rose all the more and soon we were engulfed in a full-blooded sand-storm. The support we had from the locals Nomad Tours of carefully laid out marquees for dining on hot vegetable soup, and various salads, were soon thrashed totally by the wind. This was serious stuff, and now so bad visibility dropped to ten metres or so, with everything being grit-blasted by sand.

Later numbers, those going too slowly, those who had navigation problems earlier in the day, and those who couldn't find the right track when the visibility was totally clear, were now in real difficulty.

The support crew set up an impromptu camp for half a dozen crews at the end of the Time Trial and messages were sent on that these crews would be unable to proceed, electing to spend the night in a nearby nomad's compound. In the end some 30 odd crews failed to make camp that night.



To add to the woe, the medical-team rolled the Organisation's Mitsubishi in the sand storm - they were thankfully unhurt, but the vehicle was totally destroyed.

Everyone suffered a severe bashing and only a few hours sleep. The wind refused to ebb before midnight, and as soon as the sun rose at 4.30, the wind rose also, but nothing like as fierce as the previous evening. We had covered just 1202 kms and were only at the end of Day 4

The organisers were forced to back track and send search parties resulting in a more relaxed drive over 250 kms of stony rutted desert track before the final 200 kms of good quality tarmac into Ulaan Bataar, the capital of Mongolia for a much needed rest day.

More tarmac was enjoyed for the first part of Day Seven (it is perhaps worth remembering that Mongolia is 5 times the size of France and has about the same amount of tarmac as Oxford) until normal service was resumed and more ruts, grassy plains and potholes.

Camp that night was made special by a generous competitor who provided bottles and bottles (and bottles) of Moët Chandon! Nothing washes out dust like this I can assure you.

Onwards ever onwards and days eight through to twelve more of the same - endless dusty and corrugated tracks, numerous river crossings with of course no bridges to assist, just drive straight through. A total of 4,200 kms so far and an average of 380 kms per day.

So far, we had suffered only minor "injuries" - all caused by driver error. The original petrol tank took a direct hit on the guard during the first stage in the Gobi, causing a rock to push the drain pug up into the tank. All petrol from this tank was lost and it meant driving on the second tank plus carrying a 25 litre jerry can inside the car. Not ideal as any overspill ran onto the tent and sleeping bags which then smelled pretty high!

Of the 5 rivers crossed, we got stuck in the second one. Whilst we only sat for

a short time, it was sufficient for the breather on the diff banjo to allow water to enter the diff. What was amazing is we did not realise until 8 days later when a half shaft bearing began to grumble. This only shows the quality of the preparation by Cedar Classic and Vintage Cars in Hartley Witney.

Finally, we cracked the chassis on a Mongolian rock - not sure which one to be honest, as we hit so many.

The sweep-mechanics failed to get in before 3.00 am. Only around 80 cars departed camp for the border (of 130 odd starters) and nothing underlines the gruelling severity of the whole challenge so far than the statistic for the number of Gold Medal runners. There are now only 35 crews eligible for a Gold Medal - these were those who had completed the full course and reached all the Time Controls on time. We are still less than half way.

Out of Mongolia on Day 12 and into Russia. The countryside was simply amazing. After the border, we left behind the sandy desert scenes of Mongolia and literally within half an hour it was green all around, then our first sight in nearly two weeks of a tree! The green became more lush by the kilometre and it was just like Austria. Good quality tarmac (so far) was very welcome. Russian police sit by the roadside and wave red sticks for impromptu checks, but our policy is to just wave back, a slight lift-off, but with no hint of stopping.

One competitor said "Jill does not want to see a desert again unless it's spelt with two s's. We are now in a good hotel in the capital of Siberia, 1,000 kms from the Mongolia-Russian border, and she says it took three fills of the bath tub before it ran clear. Sun oil on the skin makes an excellent base for sand to stick to...so I need to be careful not to rub her up the wrong way."

Tomorrow is a rest-day in Novosibirsk, the capital of Siberia.

We have booked the Lagonda into a Mercedes dealership for some repairs to the petrol tank and a broken spring. It is a disaster and we are asked to





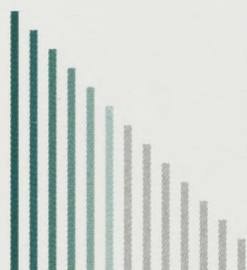
*Somewhere in the Gobi Desert.*







*Not exactly the M1, just miles and miles of nothingness.*



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I hope you all had a good summer motoring. After an 18 year rebuild my M45 Rapide is now fully run in and we enjoyed several Club and Brooklands meetings.

At the moment I have for sale on commission the following cars: -

1934 Lagonda M45 Tourer  
1922 Rolls Royce Silver Ghost Alpine Eagle  
1955 Bentley Mulsanne Turbo  
and  
Coming soon a 1933 16/80 Vanden Plas DHC

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"please move your car from the front of our garage, we have customers coming you know". After three hours of waiting, we have had the car washed as they will not work on a dirty vehicle. Five hours later, they declare there is insufficient time to repair the petrol tank and leave it half removed. Eventually, some six hours after arrival, two apprentices assist with the replacement of a front spring leaf, broken in the desert. So much for Mercedes quality standards.

We leave Novosibirsk and head west toward Moscow. 668 kms today of dead flat, virtually straight road. The Russians forbid any competitive driving in their country so it becomes a transit period. Endless hours on poor quality tarmac with hundreds of lorries billowing out smoke that would make a clyde puffer appear clean.

We stopped at truckers cafés for time-controls, snacks and coffees, before pushing on for Omsk. Prince Borghese and his rivals came here in 1907, and entering the town you wonder if little has changed, with old shacks and wooden chalets of a distinctive Russian architecture.

**Days 16 (632 kms) and 17 (315 kms)** are more of the same and we arrive in Yekaterinburg - site of the church of blood, where there is a monument to Tsar Nicholas and his family who were all murdered here by the Bolsheviks. Day Seventeen is a day off. We give our spare rear spring to a Morgan who has suffered suspension problems. Amazingly, it is not strong enough on its own and requires further leaves! How heavy can a Morgan be?

**Day 19** and we move ever onward. The road surface has become steadily worse as one competitor put it "Prince Borghese had it far easier - he had no roads!"

The trucks cause ripples and severe corrugations, this is the root cause of the terrible vibration that shakes us all apart, cracks the chassis, breaks shock-absorber mountings. Pot-holes, craters, ditches,

rocks the size of bar-room coffee tables, we have climbed over the lot

Tyres have been a regular discussion point and played an important part in the reliability of the Lagonda crews with three cars opting for B F Goodrich over the more popular Blockleys fitted by many of the Bentley Boys. The Blockleys, especially if inflated over 32 psi, gave the Vintageants plenty of punctures, others on Michelins or Dunlops with heavier plies less so, and some regard punctures the least of their problems. We had no punctures at all and all tyres looked pretty fresh even after we returned to the UK.

Ever closer to Moscow, (less than 400 kms so a relatively short day), you need your wits about you as although the scenery is consistently dull, the roads are considerably busier, and the number of trucks that we dodge in and out of is enough to keep anyone on their toes - apart from the ticking of the clock that comes from doing it all within a time-schedule.

At last, a straightforward run of 439 kms into Moscow. We are full of excitement at entering this Capital, a rest day and a chance to recoup batteries ready for the 730km drive to St Petersburg.

We join with many other competitors and take a tour around Red Square and the Kremlin. One of the sad facts about Russia is that despite it wanting to change, some things just don't seem to....we wanted to tour the armoury of the Kremlin, which includes an incredible collection of Faberge. Sadly, this was not to be as the ticket office had run out of tickets, so the exhibit was simply closed. Pretty normal it seems.

Moscow is bustling and potentially dangerous if you are not careful. The rally was situated in the In-Tourist hotel, a vast building with over 1700 rooms. Although we took only a tiny part of its accommodation, the laundry service could not cope with us and some (us in fact) were still awaiting for our laundry to be returned only a few hours before



departure the following day. It left an unpleasant taste to what had promised so much but it made the entry to St Petersburg so much the better.

After a long drive of 730 kms to St Petersburg plus traffic in the city to rival central London at rush hour, the city itself was a marvel. One of the most beautiful places we have been and it is known as Venice of the North for very good reasons. We enjoy a wonderful rest day before leaving Russia for Europe. All batteries are charged, accompanied of course with the daily ritual of bolt check and fluid checks!

**Day 26** starts well with the thought of Europe and the "run home". These thoughts are dashed pretty quickly as despite all the promises and assurances that the border crossing out of Russia would be as slick and as impressive as the process of going in, it all came to naught as all the hopes and planning came unraveled.

Before we reached the border, at least 20 cars were pulled in by Russian police, some more than once, and several crews taken to road-side police-offices, for large demands of money. One was threatened with having his car confiscated. Hugo Upton and Nigel Gambier in the 3 litre Lagonda, were "fined" 6,000 roubles (120-pounds) and another negotiated down a demand for a million roubles.

A 1300cc Alfa was pulled for speeding at 75 mph, they tried to explain that was more than the flat-out speed of the overloaded car but to no avail, they paid an on the spot fine of 2,000 roubles.

We are stopped for "crossing a solid white line". This is not to overtake, it is to avoid the appalling road conditions on our side. We escape a fine as the police realise we have no way of communicating with each other. Nevertheless, a sour taste, much loss of goodwill, by over officious policemen eager to make a fast buck on the last day has not done relations much good.

It's hard to think of a worse border crossing - there are tiny African

countries who can organise immigration and customs desks more efficiently than this. Nigel Gambier and Hugo Upton ( 3 litre ) claimed the record, with 11 hours spent crossing from Russia to Estonia. It's an enormous test of patience. You sit in the lane you think is moving, then discover it's the wrong one. Locals and trucks barge in front. For newcomers, and foreigners without the language, it's a highly frustrating game of lottery to get a passport stamped, the bit of paper that they gave you when you came in returned, our colour-photocopies of the log-book examined, someone lifts the bonnet and the boot-lid to ensure we are not carrying out a pet dog (the examination is that cursory), and you think a system could be devised that does all this in minutes... five minutes a car would suffice. They completely overlook the huge Antler we had been given in a roadside bar as a present by a local whilst sharing a bottle of Vodka and which is now cable tied to the front of our car!

We reach Tallin in Estonia - a beautiful country with wooden chalets and log cabins, twisty smooth tarmac, not a pothole or ripple in sight, smiling faces, cheering children.

**Day 27** and the competitive sections start again in earnest. We start with a time trial in Latvia on a circuit used for rallycross. This was as long if not longer than Brands Hatch, with dips and crests, a lake in the middle and cars run alongside the water... the surface is powdery, dusty gravel with a Time Trial timed to the second.

This was just the opener to the day after this, we had forest-sections, where tracks were closed to the public and where all the locals turned up to sit on tractors and doorsteps and cheer us on our way. It was tightly marshalled - every gate, every footpath, was well manned.

Estonia certainly knows how to put on a good rally. The help and reception we received was simply wonderful.

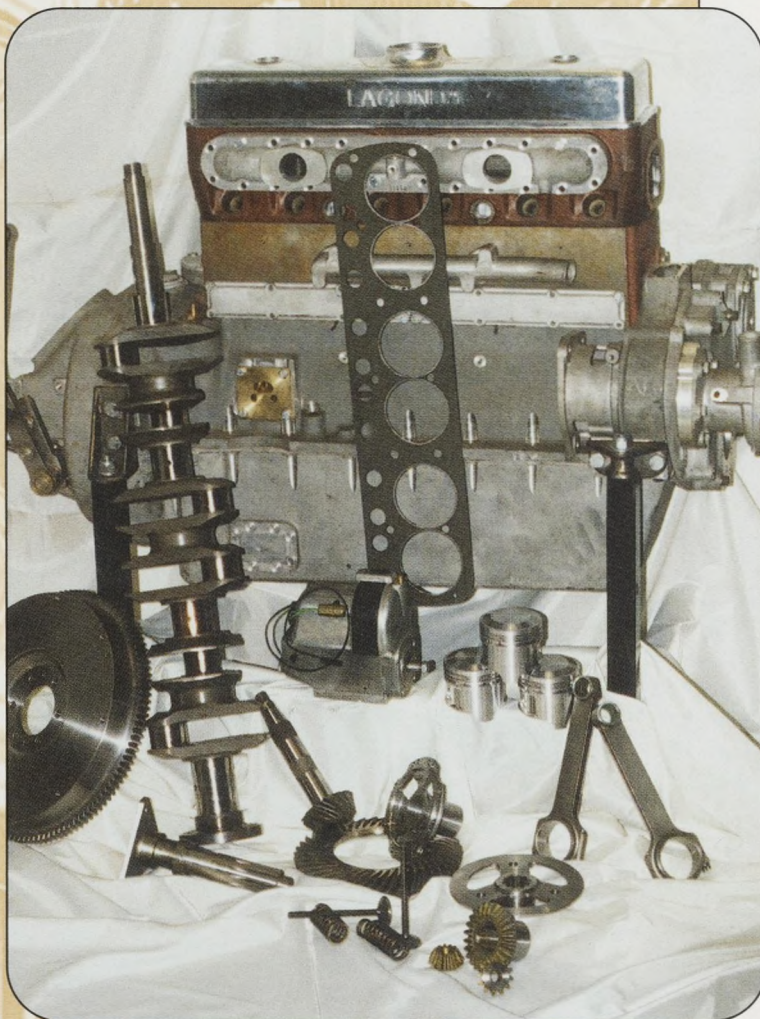
**Day 28** and we cross the border into Lithuania in minutes. A far cry



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*Company! A rare opportunity to stop with other competitors.*



*Even the paved roads leave a great deal to be desired...*



from the trials of leaving Russia. The Riga Motor Museum was opened specially for us at 7.00 am, and then on to the first test of the day at Riga Circuit. A number of crews made navigational errors or did too many laps, or, not enough laps but again, all the Lagondas faired well.

**Days 29 and 30** and we are into Poland. Another marvelous country with friendly people everywhere.

The string of Time Trials since we left Russia provided the rally with what many regard as the best week's historic rallying seen in years - the sections through the Baltic States have been a revelation for many and aside from losing our exhaust through one forest stage, remain unscathed.

We then had a few days of road sections but still a time schedule to adhere to before arriving in Reims and then Paris. Tomorrow is a day off, the final rest day of the event, and the last chance for fettling before the last 1,600 km dash to the finish.

**Day 32** and 598 kms into Germany followed by another long day of 550 kms (equivalent of Carlisle to my home in Ascot) a good drive for any car, but especially a prewar car that has so far arrived pretty much unscathed from Peking.

Next day we arrive in Reims; Henriot vintage champagne house first of all welcomed us by closing a street, parked up all the cars in Le Mans chevron formation, watched all the crews down several glasses before driving into the town centre where the pedestrian precinct was closed off for our exclusive parking area. The place was packed with thousands of spectators. Chateau Henriot and the Mayor of Reims host a reception for all crews and celebrations continue well into the early hours for most.

Finally, **Day 35** and over two thousand people line the avenue down to the finish in Place Vendome. Flags, champagne and sunshine! 103 cars finish out of the 128 who started out 10,000 miles and 35 days ago. Over 700 people

sat down to a prize-giving gala-dinner in the sumptuous splendour of the Continental la Grand Hotel, Paris.

The Lagondas finished as follows:

Jorg Lemberg and Dietmar Binkowski  
1927 High Chassis T1,67th overall 28th in class, Bronze medal

Christopher and Anita Claridge-Ware,  
1933 M45 tourer, 31st overall 21st in class, Bronze medal

Nigel Gambier and Hugo Upton, 1934 3 litre T7, 51st overall, 21st on class. Bronze medal

Bob Fountain and Joseph De Giorgi,  
1934 M45 tourer 14th overall 9th in class, Silver medal

Chris and Nicola Lunn, 1934 M45 tourer,  
21st overall, 14th in class, Silver medal.

We had prepared for the absolute worse and as a result, had a car with good suspension travel and good ground-clearance.

My sincere thanks go to all the team at Cedar Classic and Vintage Cars and Derek Green who between them prepared the car meticulously and without whom, we would not have been able to drive such a huge distance with so little problems.

If you would like to drive across continents in your Lagonda, the Endurance Rally Association has it all for you. This is our fourth long distance event (Around the World in 80 days, Classic Safari Challenge, Marathon being others) - 2008 sees the 3rd Classic Safari Challenge - a truly wonderful event. Full details can be obtained via their web site <http://www.endurorally.com>

Finally, the last words on the rally must go to my long suffering navigator who is also my lovely wife. "Overall", she said. "it's been like childbirth - there were times I just wanted it to stop, but I'm pretty pleased with the result."



Post Script from Phillip Young (Rally Director, The Endurance Rally Organisation).

"Rallying through remote parts of the world and being encouraged and cheered on by those less fortunate than ourselves has brought to our attention that we ought to leave something behind. We ought to be capable to help those who live with little hope, but whose life has been brightened by cheering a car with a number on the door, and meeting international rally drivers first hand. Events like these should be capable of putting something back, and leaving something positive behind, a permanent reminder, a real contribution.

This is the reason we have announced an attempt by the Endurance Rally Association to contribute to the lives of the children of Ulaan Bataar in Mongolia. Some children were seen living in sewers. We hope to raise money from each and every crew member, who goes home with broken metal, big repair bills, and credit card bills to come, who will still find it within themselves to pledge a donation.

We are discussing this with the British Embassy - our role is to be the catalyst that makes things happen. Already, various charities will benefit from individual efforts - over £250,000 has been raised for good causes already.

Helping the children of Mongolia is something we can all do as a lasting reminder...big or small, if you want to chip in, send an email to the Endurance Rally Association and they will be in touch. The money will be paid directly to a Mongolia charity, but the spending of it will be overseen by us."

#### The Route Itinerary

**Day 1** May 27 Sun Beijing to Datong 363 Kms, GMT+8 (UK+7)

**Day 2** May 28 Mon Datong to Siziwangqi 368 Kms, GMT+8 (UK+7)

**Day 3** May 29 Tue Siziwangqi to Erenhot 248 Kms, GMT+8 (UK+7)

**Day 4** May 30 Wed Erenhot to Sainshand (+Border) 223Kms, GMT+8 (UK+7)

**Day 5** May 31 Thur Sainshand to Ulaan Bataar 436 Kms, GMT+8 (UK+7)

**Day 6** Jun 1 Fri Rest Day Ulaan Bataar GMT+8 (UK+7)

**Day 7** Jun 2 Sat Ulaan Bataar to Khakorin 365 Kms, GMT+8 (UK+7)

**Day 8** Jun 3 Sun Khakorin to Bayankhongor, 428 Kms, GMT+8 (UK+7)

**Day 9** Jun 4 Mon Bayankhongor to Altay 388 Kms, GMT+8 (UK+7)

**Day 10** Jun 5 Tue Altay to Khovd 433 Kms, GMT+8 (UK+7)

**Day 11** Jun 6 Wed Khovd to Border Camp 295 Kms, GMT+7 (UK+6)

**Day 12** Jun 7 Thur Border to Bijsk (+Border) 635 Kms, GMT+7 (UK+6)

**Day 13** Jun 8 Fri Bijsk to Novosibirsk 437 Kms, GMT+7 (UK+6)

**Day 14** Jun 9 Sat Rest Day Novosibirsk GMT+7 (UK+6)

**Day 15** Jun 10 Sun Novosibirsk to Omsk 668 Kms, GMT+7 (UK+6)

**Day 16** Jun 11 Mon Omsk to Tyumen 632 Kms, GMT+7 (UK+6)

**Day 17** Jun 12 Tue Tyumen to Yekaterinburg 315 Kms, GMT+6 (UK+5)

**Day 18** Jun 13 Wed Rest Day Yekaterinburg GMT+6 (UK+5)

**Day 19** Jun 14 Thur Yekaterinburg to Perm 379 Kms, GMT+6 (UK+5)

**Day 20** Jun 15 Fri Perm to Kazan 688 Kms, GMT+6 (UK+5)



**Day 21** Jun 16 Sat Kazan to Niz.  
Novgorod 392 Kms, GMT+4 (UK+3)

**Day 22** Jun 17 Sun Niz. Novgorod to  
Moscow 439 Kms, GMT+4 (UK+3)

**Day 23** Jun 18 Mon Rest Day Moscow  
GMT+4 (UK+3)

**Day 24** Jun 19 Tue Moscow to St  
Petersburg 730 Kms, GMT+4 (UK+3)

**Day 25** Jun 20 Wed Rest Day St  
Petersburg GMT+3 (UK+2)

**Day 26** Jun 21 Thur St Petersburg to  
Tallinn (+Border) 450 Kms, GMT+3  
(UK+2)

**Day 27** Jun 22 Fri Tallinn to Riga  
(+Border) 406 Kms, GMT+3  
(UK+2)

**Day 28** Jun 23 Sat Riga to Vilnius  
(+Border) 394 Kms, GMT+3 (UK+2)

**Day 29** Jun 24 Sun Vilnius to Mikolajki  
(+Border) 403 Kms, GMT+3 (UK+2)

**Day 30** Jun 25 Mon Mikolajki to Gdansk  
351 Kms, GMT+2 (UK+1)

**Day 31** Jun 26 Tue Rest Day Gdansk  
GMT+2 (UK+1)

**Day 32** Jun 27 Wed Gdansk to Potsdam  
(+Border) 598 Kms, GMT+2 (UK+1)

**Day 33** Jun 28 Thur Potsdam to Koblenz  
556 GMT+2 (UK+1)

**Day 34** Jun 29 Fri Koblenz to Reims  
(+Border) 461 Kms, GMT+2 (UK+1)

**Day 35** Jun 30 Sat Reims to Paris  
161.Kms, GMT+2 (UK+1)



*Some of the cars at the Saxtead Mill, after the Rapier Register and lagonda Club Dinner.*



# The 5th Continental Rally, August 2007

## *David Hine enjoys a trip to Switzerland*

THIS YEARS CONTINENTAL rally was based in the Jura region of Switzerland and our hosts were the Jetzers and the Hateburs. Alan Brown and I drove the 1000 kilometers, apart from the North Sea crossing to Zeebrugge, in my trusty M45 tourer. From the North the trip to Hull was very easy and the P&O Ferry most satisfactory. Drizzle greeted us on arrival in Belgium but at least we weren't breathalysed as happened two years ago in Rotterdam ! ( OK though!)

The long drive south was very wet and we were glad to spy the hilltop town of Langres and bag the last available bedroom in the Hotel Europe. A super meal and very reasonable price.

Our third day saw beautiful weather which lasted for the whole rally, a real blessing. The drive through the mountains into Switzerland was most enjoyable and it was great to be greeted so warmly by Anne and Harley Jetzer on arrival in La Chaux-de-Fonds.

The hotel and, in fact, the whole rally was superbly organised. Welcome complementary drinks every time we returned, hosts of gifts in our room, all meals and drinks inclusive were just a part of what had been laid on.

The smart rally plaque indicated that the sponsors were the Hateburs, Ernst Chalupa (Lagonda Specialist in Austria), LMB Racing who came in strength with support crew, Classic Car Connection, and Victorinox, makers of the classic Swiss Army Knife. The Road Book was a beautifully presented souvenir as well as a vital asset to navigation. Well done to Harley Jetzer and Franz Hatebur for this magnum opus.

Over 30 Lagonda cars with 65 participants arrived and there were many

happy reunions and new friends to make. The UK contingent was modest in number but made up for that in quality and variety.

The two days rally tours took us over some challenging roads, through deep forests and gorges and down by beautiful lakes. Our coffee and lunch stops provided something for everybody. We visited a magnificent chateau which is now the museum of horology (clocks and automata through the ages) where there was at least two days of information crammed into a couple of hours. The workmanship that, over the years, has been devoted to timepieces is truly breathtaking. I was excited to see a ten hour clock which dated from when Napoleon decimalised time and days.

An absinthe distillery was a chance for those of us who needed a livener but a motor museum in Cortaillod took all of us by surprise. It was the property of a recently departed, but legendary, Swiss banker. This gentleman having amassed a large fortune appears to have spent most of it on acquiring an example of every desirable motor car ever built. There was only one Lagonda, an LG6 with a Le Mans replica body. I was amused to recognise the number as a car I had owned briefly in the sixties, when it still had its sombre formal coachwork.

At one lunch stop all the V12 cars lined up for a photo shoot which was a bit elitist but fantastic to see so many together.

We had long lazy lunches, one by the beautiful lake Bieler, and three dinners. At the last Gala dinner they had laid on a conjurer and comedian who was fantastic. This together with warm speeches from Paul Hatebur and Harley Jetzer made us feel most welcome.





*Swiss Rally organiser Paul Hatebur with his 3 litre with Maybach gearbox.*



*Organisers Harley and Anne Jetzer.*





*An amazing line up of V12s..*



*Edward and Brigitte Fabricius and their beautiful V12.*





*Johnathan Gill and Barnaby Dumbell with their V12 special.*



*The English contingent do some plotting. Benjamin Hargreaves, Julia Chapman and Robert Watts.*





*The Lagonda Club contingent in the Three Valleys Rally, Normandy.*



*Fougeres Rally. Madame President does some route plotting.*



The celebrated local artist Cornelia Zeigler did a drawing of every car and every driver during the three days so that we all took home a unique memento of our wonderful time in Switzerland. All this happiness was provided within the price of Euro 900 for the two of us which was quite amazing.

Our members Rudolf Leitner and Franz Grossauer made a presentation of next year's rally which is to be held in Graz, Austria. 21st-24 August 2008. If the brochure they produced is anything to go by, then this will also be a spectacular event for the Lagonda marque.

For further information contact  
Ö.rudolf.leitner@leitnerconsult.at Öfax,  
0043 3125 2465-26

#### Continental Rally 2007 Switzerland List of Entrants:

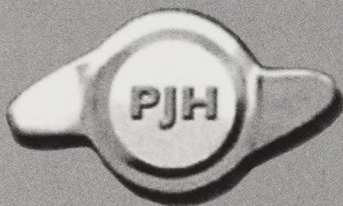
Arentsen, Herman & Elza  
Berlinghoff & Jordan, Dierk & Frank  
Chalupa, Ernst & Ingrid  
Danner, Roland & Sabine  
Elzas, Jaap & Karla  
Fabricius, Eckhard & Brigitte  
Gill & Barnaby, Jonathan & Dumbell

Grossauer, Franz & Herte  
Hargreaves & Chapman, Benjamin & Julia  
Hatebur & Becker, Paul & Christian  
Hatebur, Marc & Yvette  
Heringa & Van Harten, Robin & Marie Anne  
Hine & Brown, David & Alan  
Hinze & Richter, Armin & Angela  
Jetzer, Harley & Anne  
Jung, Karlheinz & Erika  
Kallinger, Winfried & Hanna  
Klement, Klaus & Birgit  
Kunkel, Wolfgang & Carola  
Laqueur, Macko & Renee  
Laqueur & Brouwer, Mathias & Rob  
Leitner, Rudolf & Brigitte  
Messent & Richardson, Julian & Fiona  
Meyer & Kieslinger, Andreas & Sybilla  
Schaub & Windau, Norber & Wolfgang  
Schirg, Peter & Gudrun  
Watts, Robert  
Worms & Prinzessin v. Preussen, Hans-Joachim & Gudrun  
Woskowski & HoLmann, Johannes & Birgit  
Ueberreiter & Bohnke, Ekkehard & Hannelore  
Landauer, Edward



*Fougeres Rally. Tactile! A local French lady caresses the President's headlamp.*





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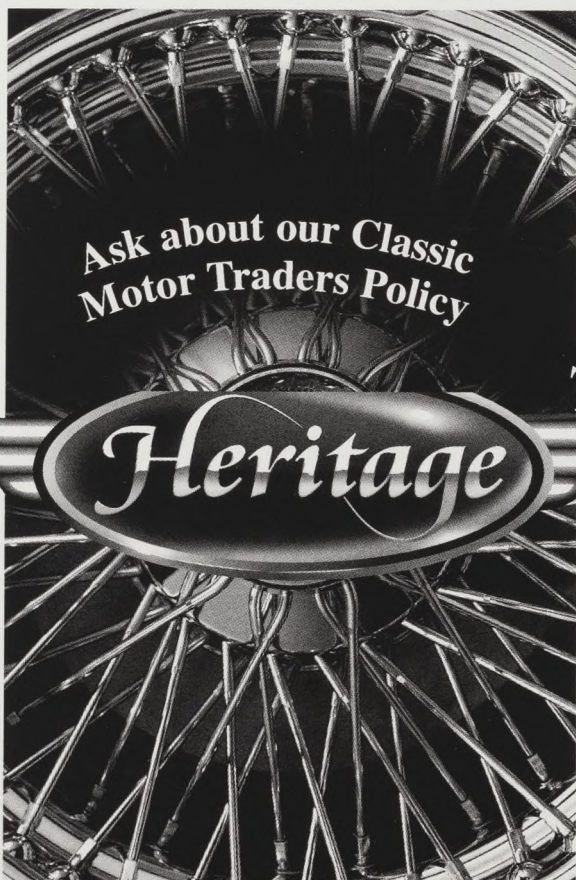
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# French Memories of an LG6 Duchess

## *Roger Threlfall's winning entry in the H & H Competition*

I am a grand old Duchess of sixty eight,  
Get brides to church on time, I'm never late.

A trip to Angoulême was a challenge I met,  
I really looked forward to meeting the Lagonda set.

Off the boat in France at a galloping gait,  
The maps looked fine, and the roads mostly straight.  
When much to my surprise, cars were going left and right,  
Would they all reach the Team Hotel that very first night?

I was bombing along when my engine coughed and gasped,  
And I was very embarrassed when a 2 Litre passed!  
Kind Roy Williams stopped to give his advice,  
For his trouble, an ear full of petrol, and he remained 'so nice'!

Then along came Mike, who dived under my dash  
Where the wires were all a hell of a hash.  
There Mike found a switch, hidden from view,  
On it went, petrol flowed, and my engine started. 'Phew'!

On we drove as the sky got blacker and blacker,  
And my hood went up as the rain came down.  
'Ping', the wiper drive parted and the rubber blades stopped

But I had Rainex on the screen, so it mattered not a jot.  
We reached Hotel Mercure in the pouring rain,  
All steamed up inside, it was a bit of a pain.  
But the car park was handy, it was underground,  
And a few minutes walk from the Paddock Pound.

I awoke to more rain, it's The Rally today.  
I wonder how many cars will find their way?  
Over 200 turned out, t'was a splendid sight,  
With fine wine and dining, it was a bit of alright.

Scrutineering really was rather a laugh,  
Or should I call it a ridiculous farce?  
As ONE fire extinguisher was passed from car to car.  
The Scrutineer's humour was pushed rather far!

The Paddock really was a muddy mess,  
But all cars passed the dreaded test.  
So all augured well for the following day,  
With sunshine forecast and rain going away.

Up early at dawn to learn the tight course,  
There were roaring engines and throaty exhausts.  
With all Lagondas acquitting themselves well,



The drivers afterwards had great tales to tell.  
 Lunches galore and dinners with you,  
 Were enjoyed at Angoulême and en route too,  
 I won't bore you with details of return to the boat,  
 As many drivers went their own way to get to the coast.

Off the a.m. boat and heading for home,  
 It's only two hours to finish my roam.  
 Suddenly there was smoke, and a helluva clatter,  
 It woke up my passenger and she started to mutter.

One of my rods punched a hole 'Oh, so wide  
 The boss could look through my engine from side to side.  
 My chauffeur said 'Merde, terminal' and no more miles for me  
 So an ignominious return home, thank God for the R.A.C.!

I am currently de-robed with my engine out,  
 And with many new bits being required.  
 A winter project looms, with help from Julian at L.M.B.,  
 Can Eric and I put it back together again O.K? We'll see.

Despite the expensive disaster, right at the end,  
 I had a great trip and made many friends.  
 My master's food was delicious, the company fine,  
 Our French hosts superb and so was their wine.



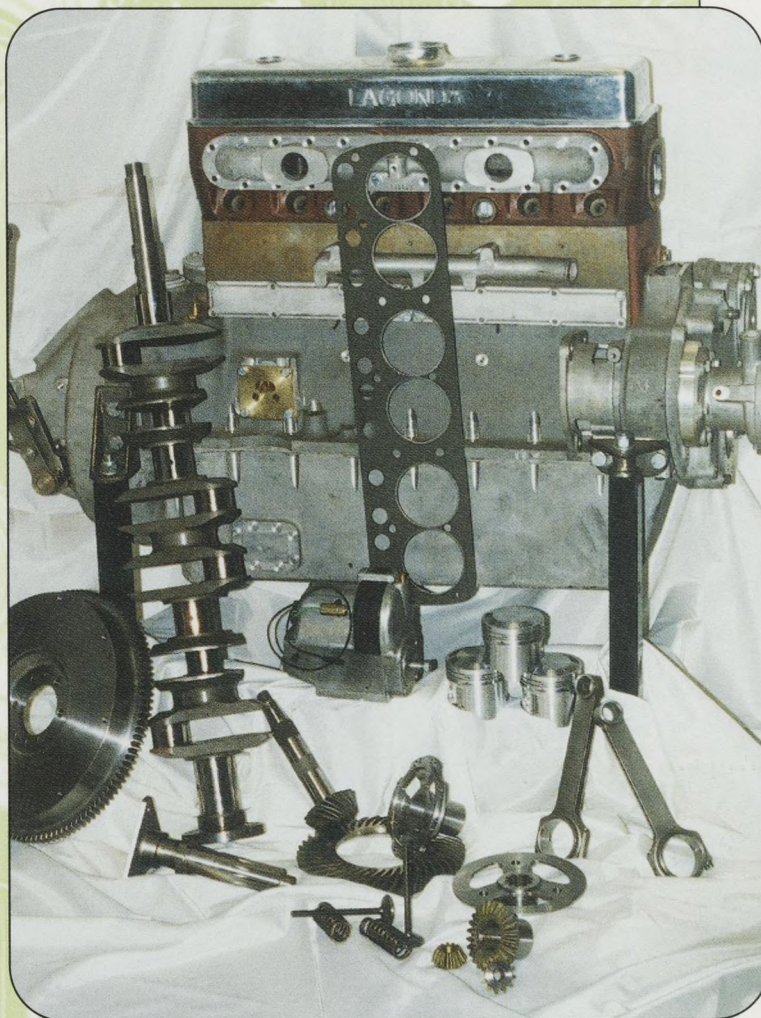
*Special? We think so. Our Chairman relaxes at the AGM.*



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*Beautiful cars, lovely backdrop. 2 litres on parade at the AGM. All AGM pictures by Peter Lloyd.*



*Warren King's attractive Rapier, the winner of the Ladies Choice award.*



# Lagonda AGM 2007

## *Gill and John Hornby attend their first Lagonda Weekend and Ken Painter reports on the AGM itself*

WHEN MY HUSBAND decided to sell his two Austin 7's, one of which had been his very first car, and his Westfield which he had so lovingly built, in order to buy one special car, I never thought that a year later I would be attending the Lagonda Club AGM.

I had pointed at and drooled over the Lagondas at the 2006 VSCC meeting at Prescott and never one to miss an opportunity, John set out on a quest to find a suitable car. This turned out to be a 16/80 Tourer which is almost ready to go back on the road after an engine rebuild. Any day now we keep saying.

It was with a little disappointment that we arrived Lagondaless at midday on Saturday but we were immediately made to feel welcome and invited to join a table with our sandwiches out on the warm and sunny terrace. The table grew in capacity over the next hour as people drew up their chairs and joined the party.

More and more beautiful cars began to arrive driven by a wide variety of people from different parts of the country and abroad, all with their own stories to tell of their Lagondas. Some had been owned for years while others were newly acquired but there was no doubting the enthusiasm from everyone.

Lunch drifted into the afternoon and the nail biting gymkhana event began. A fair number of entrants pitted their wits in good-natured competition but in true British style it was the taking part that mattered most, not the winning. We were particularly taken with the driving with a bucket on your head event and amused by the different approaches people took to the problem.

The grounds of the Manor House beckoned and we had a peaceful walk around the lake before coming back for a cup of tea. People drifted to their rooms to change for dinner and gathered in the bar at about 7. Dinner followed. The food and company was good and the after dinner speech excellent. It had been a beautiful day.

Breakfast on Sunday was relaxed and afterwards people went outside to see still more Lagondas arriving for the AGM and show.

The formal part of the weekend - the AGM itself - began with David Hine, our President welcoming members to the weekend. He started by paying tribute to John Stoneman, who has decided to stand down from the Board because of his wife's ill health and he sent both the Club's best wishes for the future. David went on to summarise the successes of our cars in competition this year, emphasising the friendliness of our members and the high quality and enduring appeal of the cars, but adding that the continued manufacture of high quality spares is vital.

The Chairman has announced his intention to stand down next year and David made a special 'mention in despatches' of Brian's sterling efforts in re-vitalising the Spares Scheme and his active participation in many Club events. Jonathan Oppenheimer has agreed to take over in 2008 and has been appointed Chairman Elect by the Board.

The Chairman then opened the meeting, welcoming Colin and Laura Gurnsey from Canada, Mark Whitehead from Australia, Rupert and Jackie Northcott from Kenya and Grignion Voeten from Holland.



After the Apologies for Absence, the accounts were presented and questions invited from the floor. Warren King asked if there was a reason for the apparent increase in debtors and this was explained as a 'mismatch' between stock figures and apparently unpaid bills. This was being investigated. A second questioner noted that the gross profit margin had apparently increased substantially. This is due to the previous Spares Officer failing to enter the full cost of new spares onto the computer, often omitting the costs of patterns and postage and packing costs among other errors. This has been sorted and future accounts will show the true margin at 17%. The apparent increase was not caused by increased prices. The accounts were then approved.

It was explained that our Reporting Accountants wish to give up their rôle from the end of the financial year. The Board were seeking a replacement company, ideally appointing a Management Accountant to the post. Our present reporting Accountants were appointed for the remainder of this financial year.

Peter Blenk and Ken Painter were re-elected to the Board and two co-opted members, Andrew Gregg and John Brown were formally elected.

Robin Cook, our Spares Officer then gave a brief report on his short time in the post, adding that members made things easier for themselves and for him if they quoted the part number shown in the Spares Catalogue. Responding to questions from the floor, Robin and the Chairman pointed out that our new website was still in preparation and a temporary website was currently on line. Most, but not all, spares were shown, with their part numbers, but we are not aware of any other club showing their range of spares in this way. Members were reminded that they should not yet order parts on line, as the site was not yet secure.

Tim Wadsworth gave a detailed account of the Club's competition year.

At Angoulême, for the first time ever, we had 12 Lagondas on the grid in one race! H & H Auctions had sponsored this particular trip and had offered a prize for the best report by a member of the event. This had been awarded to Roger Threlfall for a poem, which is printed elsewhere in the magazine. Richard Reay-Smith and James Wilmot-Smith had entered races for the first time this season. Lagondas had finished second in the Inter-Marque series and six Lagondas had taken part - and finished - in the Pekin to Paris Motor Challenge.

Alan Heard reported briefly on the post-war cars, he has updated the database on the cars to include every car produced and is encouraging their participation in Club events.

Arnold Davey reported on the Heritage trust. It has charitable status, so bequests from members are free from Inheritance Tax. Recent acquisitions include the patent for a gearchange system for post-war cars and a privately produced history of Lagonda AUF 74, listing its life from new.

Arnold then announced that his new book on the 2, 3, 3½ litre cars and the 16/80 will be published in late November or early December, in time for Christmas and Ken Painter added that he had reviewed the book for "The Lagonda" and this would appear, together with an order form, in the Autumn magazine.

We were soon allowed back out to play and to enjoy our lunches. Some had brought picnics while others took advantage of the BBQ laid on by the hotel.

The lawns in front of the hotel were filled by this time with a wonderful array of cars waiting to be judged. Some were polished till they sparkled while others were simply and elegantly themselves. What a sight it was. The Lagonda tent was doing a good trade and the picture was of an England almost forgotten but thankfully not quite lost.

We thoroughly enjoyed the weekend and will certainly go again. Roll on the Christmas party!





*The Overy's elegant V12 saloon.*



*The unique Freestone and Webb bodied LG45, now owned jointly by Alec Downie and Stephen Matthews. Watch out for an article on this rather special car.*





*M45 with body by Wilders.*



*The happy award winners gathered together for a group photograph.*



# 2007 Concours Awards

## 2 Litre Class

Carl Highington

Reg.No. PG2882

## Award of Merit

Peter Gilkes DB 2.6

Reg. No.UPE222

## 16/80 Class

John Breen

Reg.No. JJ9440

## Ladies Choice Award

Ladies vote for:

"The Lagonda you would most like to take home"

## 3 and 3½ Litre Class

A.F.Hitch

Reg.No.RX6701

Warren King Rapier

Reg.No.CPD758

## 4½ Litre (M45 & LG45) Class

John Sword

Reg.No.AYK925

## Seaton Trophy

(Painting of Geoff Seaton's 3litre Lagonda)

Best maintained and regularly used 2L or 3L Lagonda present.

Francesca & David Rowe Reg.No.KW725

## LG6 and V12 Class

Jonathan Oppenheimer

Reg.No.ARD246

## Post War Class

Richard Morris

Reg.No.GWM384

**Volkes Trophy** (Saturday Gymkhana).  
Richard Mann

## Car Club Trophy

Derek Green M45R

Reg.No. KY9552



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# Letters

Dear Ken,

Greetings from my Father Jim and myself.

The Club's Summer 2007 magazine has just hit our shores, and the article by Tony Tocock Jim found most interesting. Referring to the photo on page 32, DB 2.6 registered KP 001, that car was provided by Jim's practice for the use of one of his partners Keith Payne. Further along the row the 2.6 DHC was my mother's car. It stayed in the family until the late 1970's when it was passed onto my best friend at that time.

In the photograph above, the chap in the dark suit posing a question is Jim. My mother sits on his left and three further along is Keith Payne. (David Brown Aust. Ltd. was a client of my father's architectural practice).

On page 34: The LG45 DHC was the property of the late Lt. Cdr. RN Todd Sweeney (?) who migrated to Australia shortly after the war and brought the car with him. The V12 beyond belonged to the late Cdr RAN George Knox, a close family friend. We purchased this car from his estate in the early 1980's and it remains in our collection. Next in line the Aston Martin was the property of the late Robert Rusk, another close family friend. He later founded the Aston Martin Club in Australia and was its President at the time of his death. Next in line the 2.6 Saloon was Jim's daily drive. (Sorry, I can't help with the Magnette or the Beetle!)

Now in his 91st year Jim is starting to slow down: he is finding under-dash wiring and changing leaf spring bushes have become a bit of a chore. Until recently, with my assistance he was working for 3-4 hours daily on his beloved V12's and 4.3 Alvises. Hopefully he will get back to work when our Spring arrives shortly.

Ken, I look forward to meeting you at the Club AGM in September: this will be my fourth AGM, my first was in 1969, regrettably the last was in 1977. I expect to notice a few changes!

Kind regards,

**Mark Whitehead**

*Wonderful stuff! Information like this is real history and it is great to be able to record it in permanent form. Mark did manage to attend the AGM but he and I barely had a chance to exchange more than a few words. Jim has prepared a superb article on fitting oil filters to V12 engines which is simply too large to include in the magazine, so it is being printed as an instruction booklet to accompany the others prepared by enthusiastic and knowledgeable members. There is also another one by David Hine on the Meadows engined cars, so watch this space!*

*K.P.P.*

Dear Ken,

A few clues regarding the "who, what, when and where?" picture on page 8 of the Summer magazine: the LG45 Pillarless Saloon DGF 24 was mine from about 1954 to when I sold it in 1958. The occasion was after the Northern Driving Tests held at Bawtry. I think the place is the car park of the Blue Bell Hotel, Barnby Moor, just south of Bawtry, where we all went after the meeting. for dinner and a dance. One of those standing by my car could be the late Henry Coates. The date, probably 1957.

I am sorry to be so vague, having moved house recently all my old Lagonda photographs and documents are lying in an unpacked case somewhere but I know not where!

Yours Aye

**Gordon Rider.**



# Attention Post War Lagonda Owners



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RESTORING THE PAST WITH ENGINEERING OF THE  
FUTURE



Dear Editor,

Concerning the letter from Colin Bugler in the previous issue, May I first say that, unlike some correspondence from "H.Q.", his offerings are always erudite and courteous, in my experience. However, on this occasion he appears to have completely missed the point - or maybe the "establishment closing ranks" format was ordained elsewhere?

My purpose was not to propound the 'Luddite' approach to all things new, but simply to address the matter of objectively considering the type of person who has traditionally been attracted to the robust, independently minded nature of the Lagonda Club; more importantly, to treat them accordingly. Not like children. Neither we, nor any other sporting organisation should be seen as mere apologists for the latest piece of useless unworkable and/or meaningless Whitehall legislation. Inevitably dreamed up by recently emerged 'Uni' graduates desperate to parade their politically correct credentials at the taxpayer's expense!

A perfect example is the recent M.S.A. dictat requiring clubs to have a "Child Protection Policy and Officer" in place. A measure I initially assumed being to afford members a degree of assurance regarding the increasingly violent behaviour of so-called children. I withdrew my application for the post when informed that such was not the case! The daily news indicates that it should be. On a more serious note however, Colin completely fails to make any reference to my continual approaches in the matter of quality control - particularly in respect of safety-critical items. And for the record, the initial recommendations regarding product liability came from myself via the late John Oliver, who sought my advice following what could easily have been disastrous consequences of a Perrot Shaft failure, the quality of which was unbelievably bad.

He may also recall the preparation of certified drawings and specifications covering the whole range of ball, steering pins, to ensure compliance with product liability requirements. It was disturbing to receive a letter recently (signed by the Chairman) that the Club stock of such items has no such confirmation. Potential users may wish to take note; what about brake components for instance and indeed general Q.A. endorsement for each item on offer?

I would seriously recommend that instead of concerning themselves with the odd member, (one to date?) who may try to sue the Club when he barks his knuckles after trying to remove something in accordance with a 'Club' article on the subject and employ such talents and energies they may possess, in addressing the issues which really matter.

It is appropriate to ask the nervous souls who seem to see bogey men at every turn:

1. Do they consider it a good idea to propagate the system of information, enabling our cars to be kept in the best possible condition, hence providing sound evidence in the face of any future restrictive legislation?

2. Do they want to provide an appropriate platform from which such information can be imparted?

3. Or do they prefer to retreat in abject submission at the prospect of an approach from some back-street quack lawyer? - Probably carrying a paving stone over which one will be invited to trip!

A good start in the right direction, if the 'phone calls are any indication, might be for those concerned with the spiritual abstractions of computer technology to consider the mundane realities of publishing a spares list with a column headed "description"!

Finally, Colin's reference to disclaimer in respect of VSCC publications. The Bulletin, as he may have noticed, carries very many





*A contingent of Dutch members pictured in Brescia at the start of this year's Mille Miglia event. Sorry, I don't have your names!*



*One of the Lagondas taking part in the event.*





*The Widkmann and Schneeberger LG45 Rapide sets off from Brescia in the dusk.*



*A fine 3 litre, almost too fast for the camera!*



advertisements. The Newsletter carries not only these, but pages of people offering all manner of specialist services and components. I have yet to hear of anyone wishing to sue the club because an advertised supplier fell short of the customer's expectations.

Perhaps it has been overlooked that the legal profession always 'double cover' when asked for an opinion. At least, most do. I sincerely hope that our splendid President does not subscribe to the Board's pessimistic view of offering "advice". His vintage handbook is a superb effort with which I was very proud to be associated; we have yet to be served with any Court Papers!

Nevertheless, all members will doubtless sleep more soundly in the knowledge that Nanny rules over them.

Yours,

John Ryder

*It is always interesting to receive an expression of John's trenchant views. But he seems to have completely missed the point here himself! Let me respond in the order in which he makes his points: first, the Board Policy Statement on technical articles was prepared after some well-meaning but seriously flawed articles were submitted for publication. They were never published (John never saw them!) and potential authors are now given sound advice on how to avoid making such mistakes in the future. Your Editor may have been Managing Director of a company selling classic cars in his long and varied career, but he is not a professionally qualified engineer and is all too aware that he doesn't know all there is to know about cars - or anything else for that matter. As an amateur restorer I have many many silly and sometimes serious mistakes in the past and I value advice from others who know more than I do, it is a comfort when I can be sure that their advice is accurate.*

*John's dislike for what he describes as "useless, unworkable and/or*

*meaningless legislation" is shared by us all, but what does he want the Board Directors to do? As Directors we are legally liable for any mistakes we make or breaches of the law we knowingly or unknowingly commit. Playing with old cars is a hobby for us and I for one don't want to put my meagre finances on the line because I or my fellow Directors chose to ignore the law. If John has problems with badly worded or thought-through legislation he should take it up with his M.P., not with us.*

*John may dislike the idea of a Child Protection Officer, (not an MSA diktat, but the law of the land), but for those clubs who promote activities for young people (We don't, but the VSCC provides such facilities at Prescott for example), then having a properly nominated, trained and cleared person protects both the Club and the children. Having been an Executive Member on the board of a charity when it was discovered that a staff member who was responsible for counselling young people had not revealed that he was a convicted paedophile, I see this issue from a very different perspective.*

*I am not a member of the Spares sub-Committee but it reports to the Board, so I do know that the two Safety Critical parts he refers to in his original letter to the Spares Officer are purchased to the required criteria - as are all parts - and the letter to him from the Chairman was to explain that, due to the previous Spares Officer not keeping the individual batch deliveries separated, we could not, in all honesty, issue a Certificate of Conformity on an individual part, even though we could for the whole stock. Our Spares Catalogue grows more detailed with every reprint and future editions will contain a photograph of every item,*

*The provision of a description is a matter for the Spares sub-Committee at the time.*

*As for John's comments about the Board, is he really suggesting that we*



*should be so reckless with Club funds that we should ignore the possibility of legal action of some kind, now or in the future? And can I ask him how many accidents he had in his car before he decided to take out insurance?*

*John then goes on to pose three questions, but he must realise that the Board is already dealing with the first two - and the policy on technical articles is an excellent example of this - and, like it or not, we are now a part of an increasingly litigious society and simply must take steps to minimise the risks to the Club and its finances. We have to deal with the world as it is, not as we would like it to be.*

*I am not legally qualified, but, as I understand it, the publishers of a magazine can not be held legally liable for the technical shortcomings of advertisers within their pages, but they can be for any shortcomings in the editorial pages. Ask the VSCC about a certain article some years ago by the late Denis Jenkinson.*

*Finally, this has been written without reference to the Board, as was Colin Bugler's letter. It represents my personal views, just as John's and Colin's letters represent theirs and neither this response nor Colin's can be taken as the Club's official position. This paragraph is not a legal cop-out, just a reminder that we are always happy to give our members the opportunity to have their say!*

*Having said all that, this correspondence is now closed!*

*K.P.P.*

Dear Arnold,

Reference your item on Magnetos in the August 2007 Newsletter, No 377. I do not consider anyone should lose any sleep over this. Apart from the very early magnetos, most are fitted with what is called a spark gap, or 'jump spark', type of distributor which is pre-set. This is designed to take the line of least

resistance if the magneto is not fully coupled up to the plugs, i.e. if a plug lead comes off, or if you turn over the magneto off the engine. If you turn over the magneto off the engine, you should hear the spark jumping the gap. If, of course, you are silly enough to hold one of the terminals on the distribution block, then the spark gap will be bypassed and the current will enter your body!. I understand this sort of treatment was once used to stimulate the heart and wake you up, but is, I suggest, not to be advised, you can obtain pills these days, free if you are over 60 or on hard times.

Background to the magneto. The main supplier was Bosch, who had a hold on the motor industry and established a world-wide reputation for their magneto's reliability over a long period. Without doubt, their products were of excellent quality, just look at the Veteran and Edwardian cars still running on the original equipment. When WW1 was imminent, the British government suspended the Bosch patents, hence allowing anyone to manufacture magnetos. There was very little time for development and hence the Bosch magneto was copied. The Simms SR4 magneto is virtually identical to the Bosch DR4 in every respect and this is the reason, with the exception of a limited number of later ones, that all the shaft heights are the same and hence interchangeable.

Hope this will help,

Kind regards,

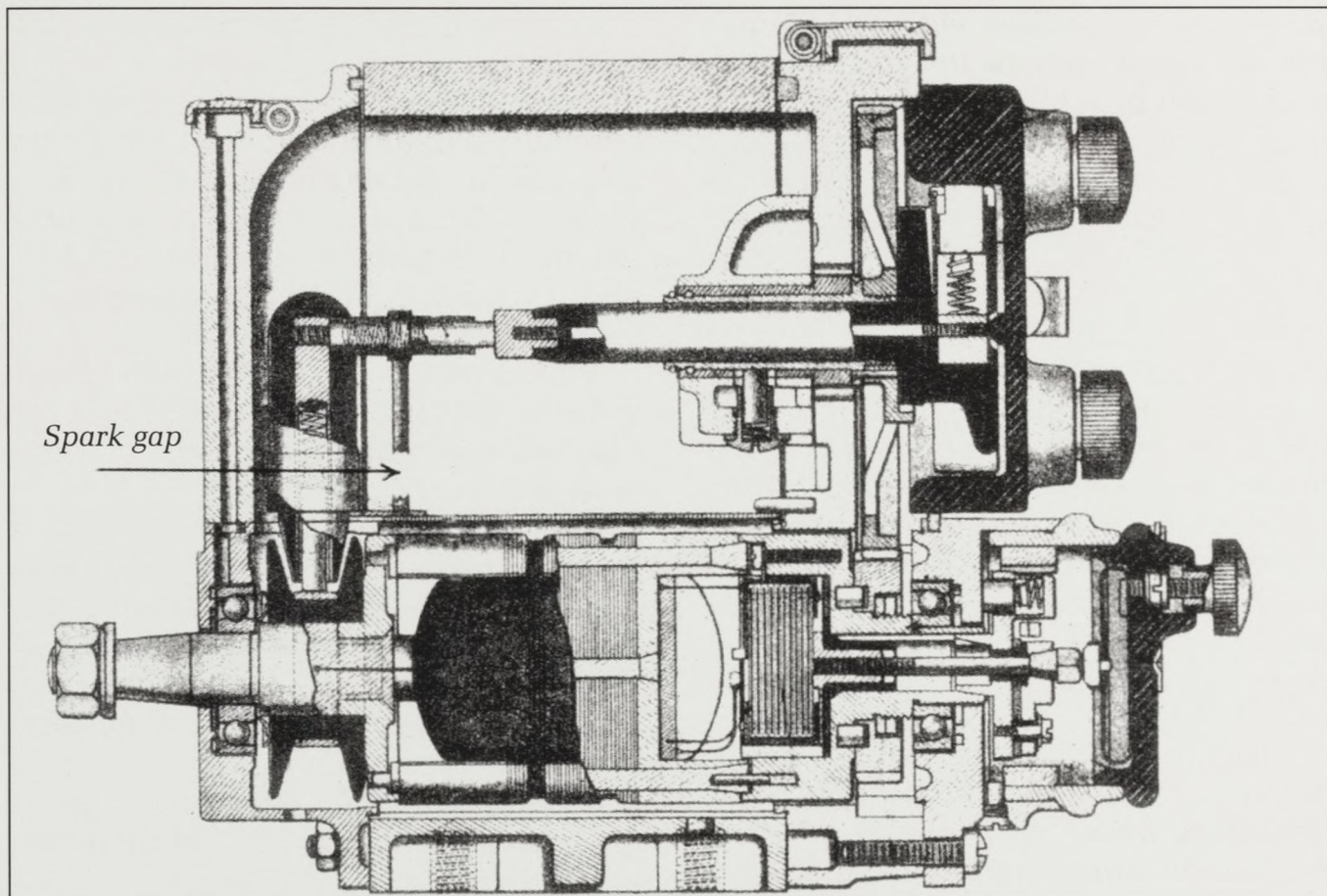
**Roger Firth**

*See the drawing opposite. K.P.P.*

Dear Ken

I was at bellringing last week and someone there, Jean, who had seen my 2 litre, came up with this little piece with which she had been entertained by her father in the 1950s.





*The spark gap is arrowed, see letter opposite.*



*See the letter on the following page.*



This is the story of Dora Black  
Who bought a Lagonda and sent it back.  
When she was in she couldn't get out  
And when she was out she couldn't get  
in

And she hated the thought of growing  
thin.

So this is the reason that Dora Black  
Bought a Lagonda and sent it back.

*(Dora Black was a real person; an  
exceptionally well large doctor working  
in Birmingham in the 1930s, or  
thereabouts, Jean thinks.)*

*Yours,*

**Clive Dalton**

Dear Ken,

Whilst the Lagonda Club AGM was in  
progress, we were at SEE-RED at  
Donington Park, Sunday 16th was the  
concours event, with 65 entrants and our  
2 litre high chassis tourer HN 6771 won  
1st prize in the Vintage Class. I believe

Brian Green's M45 was 2nd in the PVT  
Class.

I've enclosed a couple of photos  
taken at Donington, one shows our tourer  
alongside John and Susie Batt's 2 litre  
Close Coupled Honeymoon saloon and  
the other (which may not be useable)  
also includes Paul and Maggie Elliot's  
equally nice 14/60.

Incidentally, ours and John Batt's  
were at one time both owned by Roger  
Firth, so they probably enjoyed meeting  
up again!

Regarding the late Mike Bosworth's  
"Early Experiences with 2 Litres", I may  
be able to produce part II, when I can  
locate a couple of letters from Mike  
detailing information regarding the  
Lagonda cars that he was to own during  
his life.

Best regards,

**Steve Hayes**

*We look forward to Part II of Mike's  
story! K.P.P.*

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*Handsome is...*



*Congratulations to Derek Green  
For winning the Car Club Trophy at The Lagonda Club AGM*

*As Handsome does*



*Congratulations to Christopher & Anita Claridge-Ware  
For completing the Peking to Paris Rally*

*Our cars not only look elegant they are reliable too  
As Christopher Claridge-Ware can testify  
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