

Hare & Hounds

Classic Vehicle Club



NOVEMBER 2022 | EDITION 369



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The Club meets at the Conservative Club, High Lane
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Upcoming Events...

November

Weds 16th November - *Club Night – Presentation by Ian Freeman & Peter Bagnall on their visit to MGB 60 (See Graham's MG Catch Up).*

December

No dates/activities during December.

January 2023

Weds 18th January - *Club Night – Chairman's Quiz Night (watch out for the 'trick' question on UK hot & cold taps!!!).*

February 2023

Weds 15th February - *H&HCVC Annual General Meeting (there are rumours of a free hotpot supper too).*

March 2023

Weds 15th March - *Club Night – Rocker Box Racing (watch out for 'Tips From A Champion' in December's edition of your favourite Club Magazine).*

We Will Remember Them

As we approach the 11th of November Armistice Day and Remembrance Sunday, I believe that the following poignant words are well worth some quiet reflection: -

These are the words of Geoffrey Wellum DFC

1921 – 2018

Battle of Britain Spitfire pilot & author of his wartime memoirs '*First Light*'

Nobody wants a thank you, nobody wants a medal.

I think the thing that we want is to be remembered, because that takes in all the people who were shot down and didn't get a medal and deserved it.

We're not heroes. Don't give us medals. Just remember us. That's all.

We will remember them.



EDITORIAL

Keith Yates

Isn't it truly amazing what can happen in the space of a month? Last time I wrote my editorial I made a passing comment that 'Prime Ministers come and go, arriving with promises and usually leaving in failure'. Well, after following (should that be enduring?) the last few weeks of Westminster 'bubble' madness and with increasing exasperation and incredulity, perhaps my words were quite prophetic after all. Only 44 days though, a surprisingly brief Prime Ministerial coming and going by any standard. On a lighter side and for those of us that like a bit of sport, by the time that you read this the score will be HM Elizabeth II = 15 Prime Ministers v HM Charles III = 2 Prime Ministers. Now then, what are the odds of Team Charles bagging another 13 Prime Ministers to level the scores?

David and I would again like to thank the magazine contributors for their thoughts and interesting articles. We have featured a number of members' cars recently and the more keen eyed of reader will have noticed that the latest is Barrie Rayner's superb Dax Rush Cosworth. Barrie's 'build' story is certainly an interesting one that highlights the peaks and troughs of hand building a car like his. If you would like to know more about this

then Barrie has a wad of photographs that would choke a goat and which cover every stage of the build. Also, if you would like your car and its story featured in the magazine then get in touch and we'll sort something.

Moving on to the October Club Night. We had a very healthy turnout for what was billed as a 'Noggin & Natter' only night. However, as we all got into our noggins and natterings we were given a pleasant surprise as Andy Robinson was seen to nonchalantly sit on the stage with the microphone in one hand and a piece of paper in the other. I for one thought that Steve D had booked a Perry Como tribute act but it turned out that Andy had prepared a surprise quiz for us all. Nothing too intense but a nice gentle 20 questions loosely orientated around motoring facts and figures. The winning score, claimed by Team Barratt, was 19/20 but, as they say, it was the taking part that mattered. Our collective thanks to Andy for taking the trouble and for making it a very good night. So then, what about the November Club Night? Well, we are promised a presentation by Ian Freeman and Peter Bagnall following their trip to the MGB60 event at the British Mo-

tor Museum, Gaydon. See also Graham's MG Catch Up piece. This should obviously be of interest to MGB fans but to others too; I feel sure that Ian and Peter will have captured some unusual models both in and outside the museum. To have had 60yrs of the MGB is quite a milestone. Is it a generational thing that the interest in and support for these cars is still so strong? Thinking about it, if you were to attend any mixed model 'Classic Car' event, at any time and at any UK venue then I could pretty much guarantee that the top three model entrants would be MGBs, Morris Minors and Minis. Why is that I wonder? The only other contender to seemingly attract such enthusiastic devotion is the 'Fast Ford' – a mixed model category though. David and I would be interested in your thoughts on this one. Now then, here's one for any bargain hunters out there. Some H&HCVC Club Regalia has been found hidden in a very dark place. A list is provided elsewhere in the magazine. So, how about smartening up with a

brand new sweatshirt or perhaps adorning your motoring pride and joy with a quality H&HCVC grille badge? Don't forget, Christmas is coming so perhaps these could be an ideal present for the H&H'er in your life.

Those long dark winter evenings will soon be upon us so why not have a do at building a Rocker Box Racer? We understand that the FIA, RAC and F1 have all agreed to licence another Rocker Box Race Night on Wednesday 15th March 2023. Ed Burke and his team of officials are ready but are you? To help you build something of quality, a racer of sophistication perhaps, our very own reigning champion and potential GOAT of the rocker box racers, Mr Steve Divall, will be providing you with tips on how to be a winner. See 'Tips From A Champion' in your December magazine.

To conclude and on behalf of the Editorial Team, we hope that you enjoy reading this magazine and that, weather permitting, you also manage to enjoy some trouble free 'classic' motoring.

“When you're designing a new car for production, never, never copy the opposition”

Sir Alec Issigonis

H&H CVC Club Regalia

Following a recent rummage about the back of the Committee equivalent of a sock/knicker draw, the following Club regalia can now be offered for purchase at a special, good value price. We all love a bargain so how about grabbing some of these and contribute to Club funds at the same time – when they're gone they're gone!!!

Light Grey Sweat Shirts (with em-

broided Club logo) – Size Large - £12.00

White Polo Shirt (with embroidered Club logo) – Size Large - £9.00

H&HCVC Car Badges for Grille/
Badge Bar (quality stainless steel) - £9.00

H&HCVC Embroidered Sew-on
Badges - £3.00

Don't forget that Father Christmas visits all good H&HCVC members.

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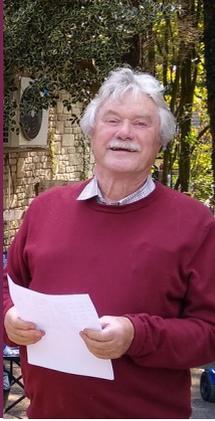


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HALL OF FAME AWARD RECIPIENTS

2012 - Chris Parr
2014 - Bob Plant
2015 - Ray Etchells
2016 - Fred Dean
2020 - David Bowden
2022 - Jane Harrop

For this issue, the front cover photograph is of the Dax Rush kit car owned and built by Barrie Rayner and taken at our Club Show at Brookside Garden Centre last 4th September. The car has been built to a very high standard, as mentioned by our editor in the last issue, and is based on the Lotus Seven design. Many years ago, I went to the Westfield sportscar works, in the Midlands area, with a friend who is a Dentist and who is now giving lectures in Australia. Whilst there I was treated, if that is the right word, to a trip in an experimental V8 engined Westfield (itself based on the Lotus Seven design) on their test track. This car was extremely powerful and went like the clappers!!! My friend bought and built a Westfield following our visit, the project being financed by the sale of his TR6. I recall that the model he bought was to be fitted with a pedal arrangement from an Austin Montego, which was very hard to find. He fitted a 1600cc Ford Kent engine into it. I also drove a Lotus around the Silverstone circuit sometime later.

At our October meeting we had a Natter & Noggin evening which was well attended. Hopefully, this was thanks to my words in the last magazine when I said that a lot of effort goes into club nights, by members and committee alike, and your support and attendance is much appreciated. For the next Club Night, club member Ian Freeman will be putting on an illustrated presentation about his trip to the MGB60 event which should be most interesting. I once owned a 1963 MGB drophead which had the original 3 bearing main crankshaft and was considerably quicker than the later models with the 5 bearing crankshaft. The car had been originally owned by a Red Arrow pilot.

I keep harping on about the changes to the Highway Code and that we, the motorist, are not given updates. Something of vital importance to note however, is the changes to speed limits. I note that in many areas speed limits have either been changed or reduced and that the level at which you also get fined and endorsed has also been reduced.

Please be careful when driving. Something that has come to my notice regarding fuel consumption is in respect of tyre pressures in that we are constantly being told to keep tyres at the right pressures. Also, carrying unnecessary things in your car also reduces fuel consumption and driving with cotton wool under your foot can also help. I have an electric tyre pump which I keep in the boot and which works well but fits into a cardboard box. I did comment to the manufacturer that a plastic electric drill type box would be more suitable but my comments fell on deaf ears.

I have learned that in India, a company makes and sells very basic cars, for shopping type purposes, which sell for under £2000. I do not know if it is based on a Tuk Tuk but it is most certainly a very basic vehicle with no electric windows, air conditioning and the many other frills we find in our own base model cars.

What I can't understand is why such a vehicle is not sold here as I am sure there would be a place for it. Vehicles like the Bond were originally basic but, as time went on, they also became too sophisticated and died. I have seen that in many continental countries the Tuk Tuk is sold in various forms like vans, pick-up trucks, taxicabs but not here. Why not I wonder?

I read that a proposal is for cyclists to have cycle registration numbers

and to carry insurance, like, as I have said before, they do in some Asian countries. With the number of accidents and incidents involving cyclists it would not be before time. Somehow the cost to the taxpayer of providing cycle lanes, none of which are continuous, should be recovered. However, something that springs to mind is the cost of administering same would no doubt be huge and exceed the cost of providing cycle lanes. Something I have learned is that cyclists are not obliged to use cycle lanes which, when it comes to the undulations where the cycle track passes across driveway entrances, is understandable. Incidentally, on a recent loft clear out we uncovered my cycling proficiency certificate dated 17th May 1956. In my youth I was a very keen cyclist but things were very different then.

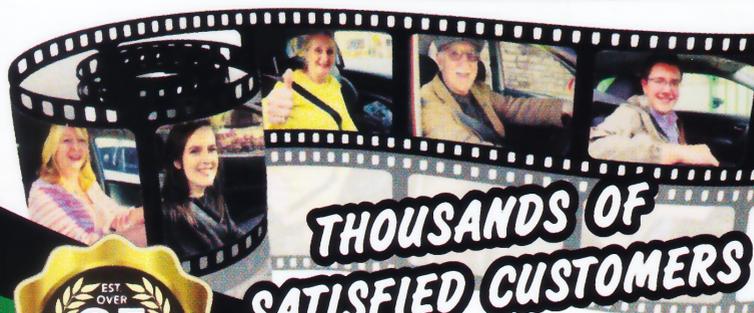
An interesting vehicle auction has recently come about in respect of cars previously owned by the late Stirling Moss. Two vehicles are involved, namely a Jaguar 'E' type and a BMW Isetta bubble car. If I learn of the outcome, I will comment accordingly but together they are expected to achieve well in excess of 100K. And so, that's enough about cheap affordable cars and the like and I look forward to our next evening meeting and learning more about the MGB.

Steve Diwall

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MG CATCH UP

Graham Scattergood

Hi Gang.

Let us start with a few observations from Ian Freeman and Peter Bagnall. Both attended the MGB 60 (i.e. 60 years) event at the British Motor Museum, Gaydon on Sunday 25th September 2022.

“Having arrived just after opening time at 10.00am, we were met with hundreds of MGBs of every conceivable configuration. According to the event compère, there were the equivalent number of MGBs on display to that produced in a fortnight’s production of MGBs at the height of its popularity”.

“Many of the models on display were true to their original form except for one modification that seemed common across many of them. The original three-spoked black steering wheel had been replaced with a smaller wood rimmed one. This often seemed out of character with the black crinkle finished interior and must have made the steering somewhat heavier at slow speeds”.

“The event was very well attended and enjoyed the benefit of dry sunny weather. As part of the anniversary we were able to go round the Motor

Museum and we took a number of photos from the museum itself”.
“It was quite remarkable to think that the vast number of MGBs on display represented only a small percentage of the number that still exist worldwide. A great testimony to both the popularity and the longevity of this marque and model”.

Thanks for your thoughts guys. At the November Club Night we are hoping to show the photos and video that Ian and Peter have provided (projector and screen allowing).

The October Club Night was better attended and thank you Andy for an impromptu mini quiz that we all enjoyed. It was extremely pleasing to see Phil Lowry and Richard Lomas in attendance and on the road to recovery and accompanied by their gorgeous and no doubt ever tolerant carers!!! The MG section looks to be getting back to its pre Covid attendance levels and hopefully this will continue.

All on the Committee try our utmost to provide you, our fellow members, with a Club that you will be proud to be part. Any suggestions you may have for future events and content would be gratefully received.

Toodle Pip for now and see you at the November Club Night.

Viva Las Vegas

Photograph Supplied by Eric Presley – Words by Keith Yates

Eric has very kindly contacted me about a visit he made to Las Vegas during 2010. During his time there he managed to get to see 'The Auto Collections' car show. This, I understand, is located in the Imperial Palace complex and is basically a 'show' or a display of classic cars that are either for sale or are just 'display only' – a bit like a car museum where you can buy some of the exhibits if you have the fancy and, of course, the necessary dollars. There were several cars that Eric photographed and these he has sent to me for possible inclusion within the magazine. I intend doing this over a period but, for the time being at least, I've decided to go with just one of the cars photographed. In terms of what you might expect to find in a Las Vegas car display, well, it's not what you'd expect to find; it's small, it's very plain looking, a bit of an oddity amongst mighty American Cadillacs and their like and it's a **1954 (German) Ford Taunus 12M.**

The Ford (of Germany) Taunus was a range of cars that were mostly sold across Germany and other European countries. Personally, I do remember seeing a few right-hand drive Taunus cars (17Ms I think) during the 1960's but imports into the UK must have been in very small numbers however, as they were rare cars to spot on British roads. This model range was named after the Taunus range of mountains in Germany and first came into being during 1939. The name was dropped in 1982 when Ford decided to have pan European model names and introduced the Ford Sierra.

The 12M range – M for Meisterstück or Masterpiece – were the first new cars to be made by Ford of Germany after the war. The styling and lines have clearly been derived from contemporary Ford (USA) cars and I can also see British Fords in there too. This one has a four cylinder, 1200cc engine that produced 38bhp and propelled the car to a heady 70mph. And the price of this magnificent example of 1950's post-war engineering? Well, in 2010 the sticker price was \$45,000.



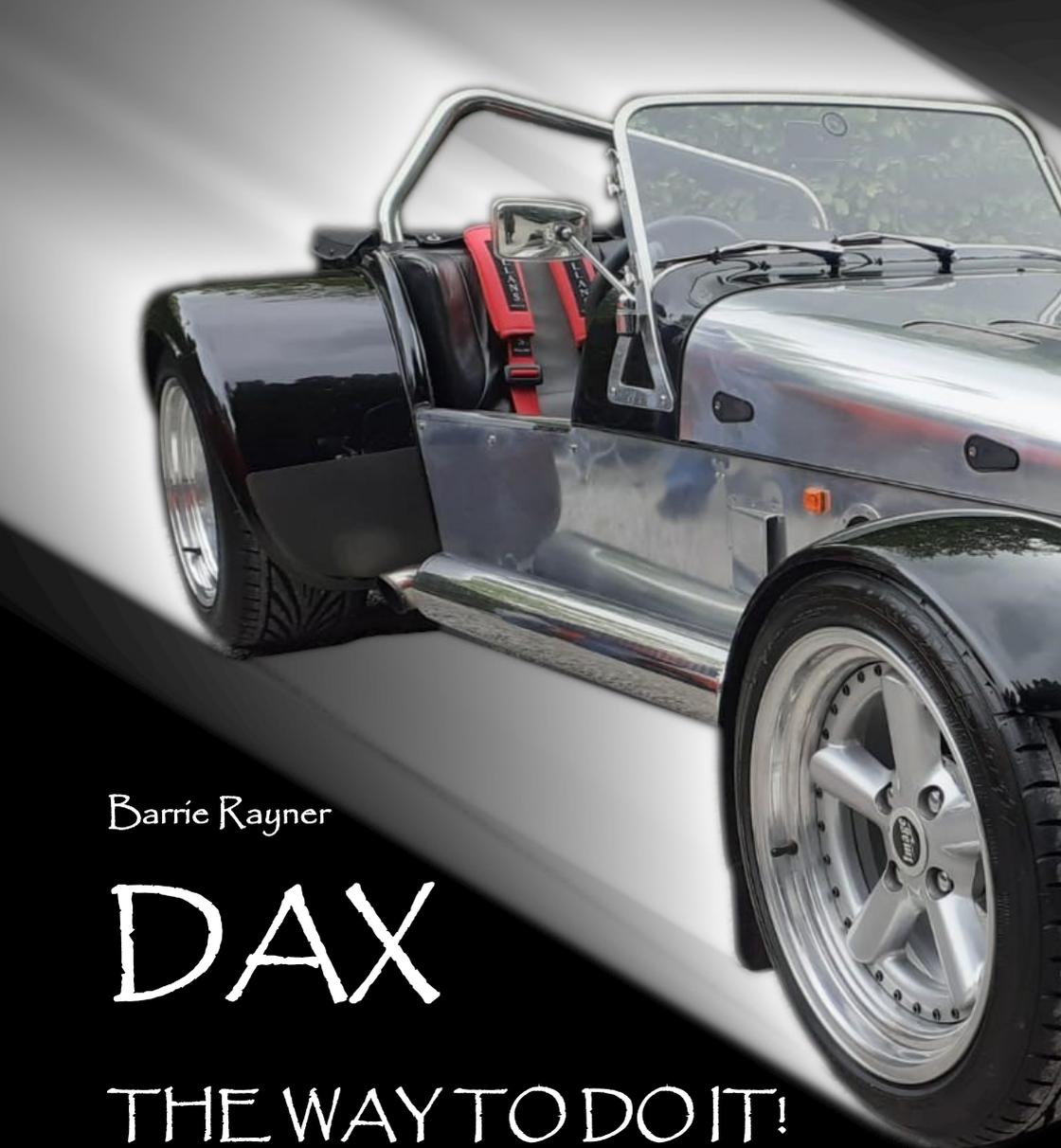


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Barrie Rayner

DAX

THE WAY TO DO IT!

A work colleague was rebuilding an old MGB and was regularly asking me for information regarding his build. I came to feel that I would like to build my own car sometime but, with a young family, this was not

feasible due to funds. In early 1998 however, a relative and I went to the National Kit Car show in Warwickshire and I became hooked on the idea of building a kit car. I'd been particularly impressed with the engi-



neering of the Dax Rush kit car. Based on the Lotus 7, the Dax Rush is a kit based car that came supplied with a space frame, panels, aluminium sheets and an option of glass fibre or aluminium body work. My

preference was for the aluminium. The kit also included two back wheels (9" wide) and two front wheels (8" wide), suspension arms, a wiring loom and lights as well as the build manual.

In the middle of 1998 I went to the manufacturer, JD Sports Cars, and was given a test drive. This further reinforced my enthusiasm for the car and the power it produced – the demonstration car had a Cosworth engine and the power/body ratio was mind blowing as the power produced by that Cosworth engine was 350 brake horse power. I had been left a small inheritance so I ordered the kit which was to be ready in about October of that year. In the meantime I had to source a suitable donor car and managed to find a 2 litre, X reg Ford Cortina. I then spent a considerable amount of time breaking the car and cleaning the parts that I needed. Next, I bought a Ford Sierra Cosworth engine and all the ancillaries through Loot – at the time this was a paper version of today's Ebay – and a Borg Warner gear box, also from a Sierra Cosworth.

I used a van to collect the kit from Harlow in Essex and that's when the exciting part of building the car began. I made two wooden trestles, with wheels on each corner, so that I could build on a frame in the garage. Luckily, my wife and I came to an agreement whereby I could spend any time I wanted in the garage but the weekends would be for family time. I have come across a few relationships that have been "tested" by the time spent on such an absorbing hobby and at the expense of family life. My build took two and half years

to complete. Along the way, whilst building, I bought the seats, some lights, instruments etc. etc., basically, all the components necessary to complete the car. I also fitted the leather dash myself using a half of a skin from a leather specialist in Stockport.

During the build process, one of the most disappointing times was after completing the car and putting the rebuilt engine in. This had been done professionally and had come complete with a newly re-bored block, new bearings, seals, pistons and cylinder head skimmed etc. However, the engine would not start. I contacted a professional engine consultant and took the car, on a trailer, to the Stoke on Trent area where I was told that the contacts from the 35pin plug, to the electronic control unit, had been damaged by the previous engine owner poking about in it. This was repaired and then they started the engine, only to find water was pouring out of the exhaust! It was then discovered that the cylinder head was cracked! They surmised that during the skimming process the heat generated had cracked the head. I was now in a difficult position, as you can imagine. What do I do? The engine consultant found me another cylinder head, which turned out fine apart from water still coming from the exhaust! I stripped it down again only to find porous holes in the cylinder bore –



through lack of, or not using, anti freeze by the previous owner. Could this get any worse I thought? Yes it did! After spending £400 for a replacement block, I was informed that I had a twisted crank shaft; something that had not been noticed by the people who first rebuilt the engine. I managed to source a new crank shaft, north of Nottingham, but felt rather depressed by the many engine problems – this was turning out to be a Nationwide travel job. Fortunately, after another rebuild, all was well and I continued fitting out the car with its seats, instruments, carpets, tyres, wind-screen and covers etc.

I took many photographs of the build. These came in very useful not just for my own information but, when I was Secretary of the Dax (North West) Club, they also helped other Dax kit car builders during their time constructing their cars.

The compulsory Single Vehicle Ap-

proval (SVA) test was extreme to say the least. I was told that kit cars had a bad press but they seemed to think mine was above average. All protruding angles of lights, bar fittings, suspension points had to be within their very tight framework. The DVLA people were contacted and inspected the car at my home where, luckily, all was good. Following on from this I got the registration, which was appropriate to the donor car, although the engine was from a 1985 Sierra Cosworth.

There have been a few minor things along the way but, having overcome all the engine problems and costs, it is now 21 years old and we have had some very enjoyable times with the Dax – which has now done approximately 17,000 miles. I don't regret a minute of the build nor the cost (apart from the engine) and it has been the fulfilment of a long held wish.



Freddo Goes Racing

Something For Young (At Heart) Members To Make & Eat

To Make Four Freddo Racers – You Will Need: -

1 x 4pack (4 x 39.4grams) of Mars Bars (1 for each car body).

2 x 52gram packs of Rolos (4 Rolos for the wheels of each car).

2 x packs of Smarties (select yellow & orange ones for headlights – 2 for each car).

1 x 7pack (7 x 19.9grams) of Cadbury's Animals (With Freddo) biscuits. Select the animal drivers of choice from approx 2packs – I chose Freddo to drive my cars.

Small amount of melted chocolate (3-4 squares of your chocolate choice).

Method: -

Take each Mars Bar and with a sharp, pointed & warm knife, cut a small rectangular depression out of the top; about 30mm from what will be the back of the car.

Take four Rolos per car – these are going to be the wheels. As a Rolo is slightly conical, sit each one on a board and, again with a sharp knife, cut off a small amount of chocolate off the side. This will create a small flat spot and allow each of the 'wheels' to sit against the side of the car better – it also makes a Rolo look like a low-profile racing slick too!

Gently melt your chocolate (include the offcuts if you wish) and keep warm to stop setting.

Use a small spoon and place some melted chocolate on the back of each Rolo/wheel. Position each wheel on the front/back of a car body (best to double up and do both front or back together) with the 'flat' to the bottom. Hold for a few seconds until attached.

Again, use the small spoon to place some melted chocolate on the back of two Smarties and place each, side by side, at the front of each car body. Hold again until attached. These have now become 'headlights'.

Place a 'blob' of melted chocolate into the rectangular depression on top of each car. Then place a Freddo (or animal of your choice) biscuit into the chocolate filled depression and hold briefly until set.

Line your cars up on a tray and/or greaseproof paper dusted with icing sugar (prevents sticking) and place in fridge until ready to hit the starting grid and to be eaten.

Warning: Calorie count not available. These cars will go fast – the fastest chocolate treat on the table.



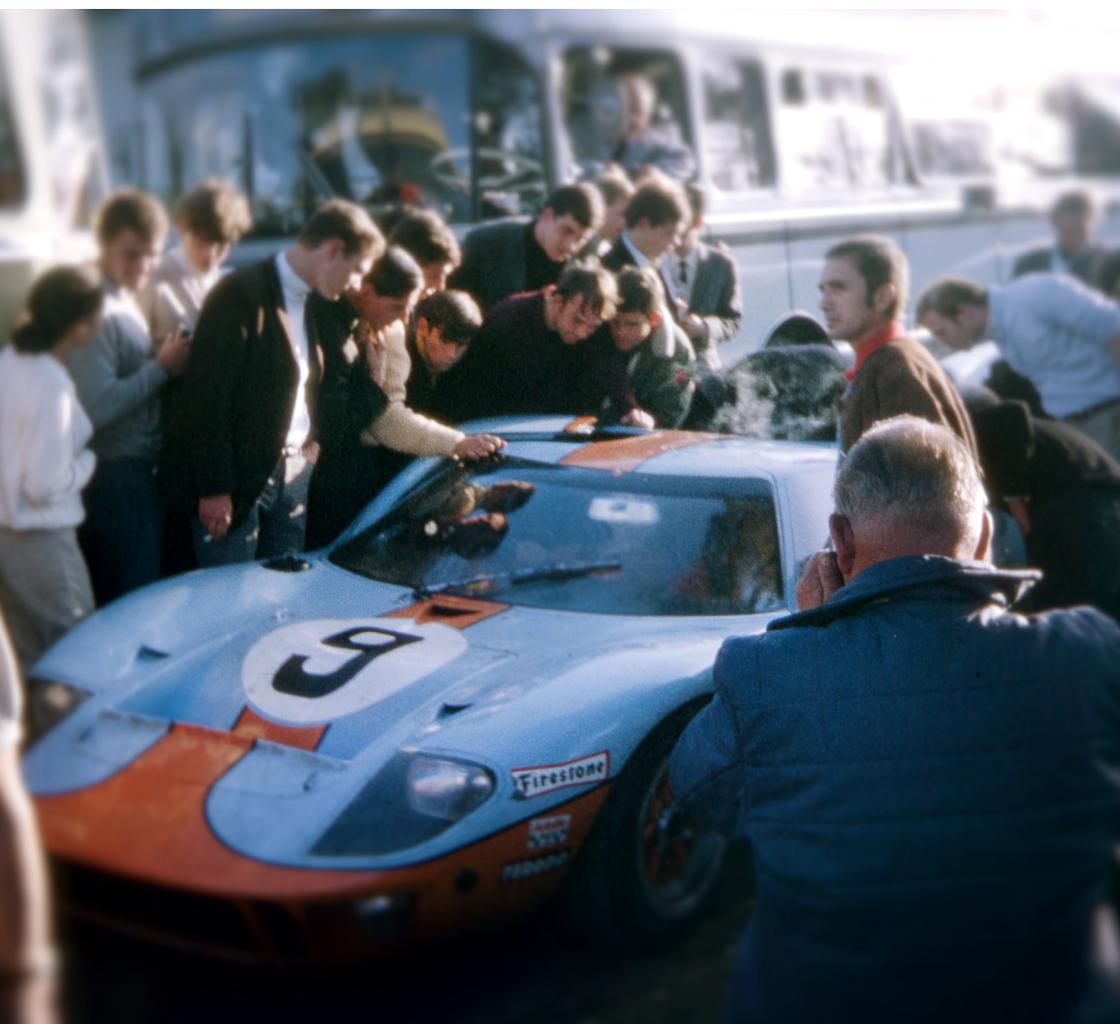
24 Hours, a Ford GT40 and a Drive

Home

Thomas Wardle

In 1968 (in my mad youth) and after seeing an advert from Page & Moy, I decided to go to the Le Mans 24 hour race. They offered transport from London to the circuit for the princely sum of £15.00 – I also added on the optional cost of a camp bed for £2.00 as I figured I would

need some sleep at some time! This was the year that the race was delayed until September because of student riots in Paris. So, I went to London for the prescribed time at the meeting point (a train station I think), boarded the train to Dover and then the ferry to Calais. We then had an



overnight coach journey to the circuit.

Upon arrival, I parked myself at the Esses. For those who are not familiar with the circuit, after the start & finish straight there was an easy right bend (no chicane in those days), then under the Dunlop bridge, a 400 yard straight to the left & right Esses, then 300 yards to the sharp right bend onto the Mulsanne Straight which was about 4 miles long! No namby pamby chicanes to slow the cars down. The GT40s and Porsches were doing 220mph on the Mulsanne; this was real men's stuff. As the cars passed for the first time several Porsches were leading followed by the GT40s. As the race progressed I saw a little 1300cc Austin Healey Sprite approaching the Esses and he drove through them flat out. The GT40s were changing down twice as they approached the bends, such was the speed difference. In fact, for every five times I saw the Austin Healey, I saw the Fords six. On the Mulsanne the A H was doing 150mph so it must have been quite an eye opener for the driver when he was passed by the faster cars with that 70mph speed difference.

A Gulf Oil Ford GT40, driven by Pedro Rodriguez & Lucien Bianchi won the race having covered 331 laps. This was followed by a Porsche 907, driven by Steinemann & Sperry, covering 326 laps. The Austin Healey was fifteenth out of the finishing

cars after covering 255 laps.

An hour after the race finish the coach pulled onto the exit road and stopped in the inevitable traffic jam. Some drivers decided to jump the queue by driving down the left side of the road and eventually this also ground to a halt. I turned to my left and noticed the winning GT40 in the lane next to us. We all swarmed out of the coach for pictures. Two mechanics were driving it home! One hour earlier it was doing 220MPH down Mulsanne and there it was quietly ticking over in a traffic jam. "What did you get to the gallon?" someone asked, SEVEN he replied! Another overnight coach trip to Calais, ferry to Dover, train to London and another train to Stockport saw me arrive home late Monday afternoon. My parents had travelled to Edinburgh with the caravan that weekend so I set off in my car to join them. The M6 only went to Penrith in those days and, what I didn't realise was, Edinburgh holidays had just finished and Glasgow were just starting (or vice versa) so Carlisle was like a car park. As I queued on the way into Carlisle a young lad tapped on my side window, "show you a way around the jam?" he asked. "How much?" "Whatever you want to pay". "OK". He climbed in. Several little entrepreneurs spent the evening navigating drivers first north and then south avoiding the jams! I arrived at the caravan site about 2 AM, shattered.



1938/39 LAGONDA

V12

DHC

Keith Yates



A very nice dog walk, round and about 'The Carrs' in Wilmslow, brought a rather unexpected encounter with a very special car. I've previously reported that I have a four legged, furry friend called Rupert who is a Pomeranian. For some reason, when out and about with Rupert, we seem to have a tendency to uncover old, neglected and sometimes unusual cars. Our most recent find is now presented before you; Now, I have to come clean and admit that as much as I love and am fascinated by cars, if it's anything from before about 1955 then it would rarely grab my undivided attention. Whilst I can fully appreciate these older, mostly pre-war, machines for what they are (part of the story, development and evolution of the motor car) there are relatively few which I would desire to own – a 1930's Alfa Romeo 8C or 6C would, I have to admit, do very nicely, thank you. Anyway, and to set the scene, Rupert was snuffing about, as he does, and basically led us down a path that we hadn't expected to walk up. This eventually brought us outside of The Carrs and onto a back road into Wilmslow that was lined with some very expensive looking properties. Off this road was a 'private' road (with houses that looked even more exclusive/expensive than the previous ones) and on that road was

parked up what I can only describe as a thing of gorgeousness and beauty. Take a good look at the photographs.

Closer inspection identified this glorious machine as a Lagonda and, after taking the photos, a quick chat with the owner elicited that the car was a 1938/39 V12, 4480cc Drop Head Coupe. It was immaculately presented – the paintwork was shining, the deep chrome gleamed in the sunlight and the hood was spotless. Upon start-up, the V12 motor just quietly purred and the whole car just wafted away.

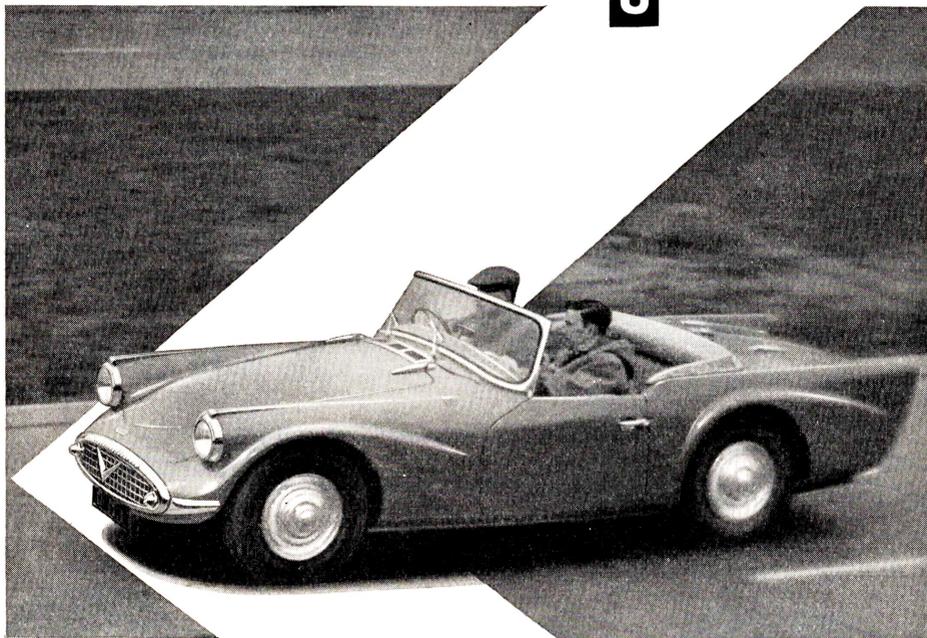
Some background. When the original Bentley Motors got into serious financial difficulties, the eventual result was that they were bought out by Rolls Royce. This deal included the technical input of W. O. Bentley himself although, in reality, Bentley had lost control over the company and the cars that bore his name – he must have been somewhat disillusioned and sad about this state of affairs. Eventually, in 1935, he was offered and took up a position as designer with the Lagonda Car Company. Lagonda had also been the subject of a potential Rolls Royce take over but had also been saved from financial ruin. Bentley's input to the Lagonda mark was pretty sizeable but in 1936 he got to work on a completely new engine, the 4480cc V12. The result included the highest grade of materials, a single overhead cam, gave 180bhp, massive torque and was deemed by many to

be the pinnacle of a master at his art. A revised Lagonda chassis included front independent suspension and this allowed the V12 to sit low between the rails. Overall, the V12 car (launched in 1937 and produced from 1938) was longer, lower and wider than previous models and this, even by modern standards, gave the car a good stance and a purposeful look.

Finally, Bentley was persuaded to take a works V12 Lagonda team to the Le Mans 24hrs of 1939. The idea was to treat the race as a learning experience and a practice run so that an all-out assault could be mounted on the 1940 race (unfortunately the War scuppered that cunning plan!). Two modified examples, including four carburetors, reduced weight and higher gearing, were prepared and they finished third and fourth overall.

So, there we have it, a Lagonda V12 DHC. A car that, to my eyes at least, is a thing of great beauty and a piece of automotive art. I never thought I'd say this about a 1930's car but it could easily sit with my imaginary 'if I had the money' car collection. This would mean that 'my' Lagonda would share the (rather large!) garage with other beautiful cars that would have to include a Jaguar E-Type, a Lamborghini Miura, an Aston Martin DB7, a Jaguar XKR Coupe and an Alfa Romeo 8C. Coming from me that's very high praise indeed.

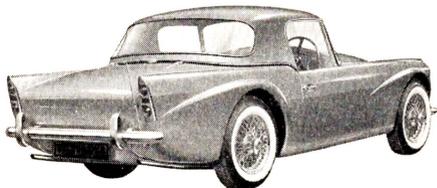
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Forgotten Concepts... *MG EX-E*

Contained in an article found by our own *Peter Walvin*, this MG EX-E was styled by Roy Axe and Gerry McGovern, and revealed to the world at the 1985 Frankfurt Motor Show. Equipped with a 3.0 V6 engine, this car was derived from

the MG Metro 6R4 of rallying fame. While this version never saw the production line, the more familiar MG F and later TF still showed some of the concept car's elements.

Image credit: *Kev Haworth Photography*



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