



# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 35 Number 2, April, 2019

WWW.CENTRALCOASTBRITISHCARCLUB.COM

Graham Wallis' Lagonda at Laguna Seca. About our 35<sup>th</sup> year of running the same car in the Monterey Reunion / Historics. It shows the less glamorous side of racing, my wife and I heading to the track for the early morning practice session in Monterey's August fog.



Graham Wallis' article on next two pages.

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My initial home was near Manchester England and my only early connection with "old" cars was my grandfather, who had owned a garage in Woking Surrey immediately before and after WW1. We have a photo of the garage with a variety of early cars, including Austin Sevens and motorcycles but he appears to have a special place in his heart for Jowetts. The garage was near enough to Brooklands that he prepared and tuned several cars for the track. My grandfather would tell stories of driving the cars from the garage to the track for the "gentlemen racers" to compete. We have photos of him standing on the chassis and tuning the engine as it was driven (slowly) around the track. He was seriously injured in an accident at Brooklands and retired back to his roots in the Cotswolds just before WW2. I still take a lot of pleasure in using his old tools.

My initial forte into cars was a spate of Austin Seven racing with the VSCC and using an Austin "Arrow" special as my everyday car. I progressed on to more modern racing and rallying, primarily with Minis but the odd outing in exotic cars such as Sunbeam Rapier and a not to be forgotten weekend rally with the Reverend Rupert Jones in a Sunbeam Tiger.

Throughout the 60's and 70's our "fun" everyday cars (as opposed to company hacks) were MG, Triumph and Lotus but always having a series of "old" cars to tinker with; more A7s, Singer Le Mans and Roadster, MG, Y and PA, Ciyno, Triumph Sothorn Cross and my favorite a 1921 Peugeot Quadriette.

By the early 80's I decided I needed a proper British vintage car and focused on finding a Lagonda or Alvis. I wanted a car I could race, rally and tour, not forgetting trips to the local VSCC pub meetings. After looking at numerous cars I settled on a 1929 Lagonda 2-liter Low Chassis. It looked unmolested and everything was there, just waiting for a running restoration.

I used the 2L extensively on rallies, holidays and racing with the VSCC during the next two years before I was asked to transfer to California for two years (and we are still here). "The Lady" as the Lagonda is known had to come, a condition of taking the assignment was that the company shipped the car. I eventually loaded the car into a 20-foot container in the UK and opening it 12 weeks later in Oakland. The 100 mile drive down Highway 1 to Santa Cruz, where I was then living, was an adventure. First breaking down on the Bay Bridge, then numerous times on the way home. Eventually the problem was traced to a distributor that had been fitted horizontally to the camshaft (protruding into the passenger's compartment) to replace the magneto. Easily fixed by reverting to the magneto which I have used ever since. But why it had run flawlessly for two years only to fail when it arrived in the US is a mystery. The only hiccup was the DMV wanting to class it as a kit car.

With California's climate we used the Lagonda a great deal, thus replacing parts and improving the car was inevitable. Within a few months of the Lagonda arriving I made a few changes to comply with the California racing regulations, including lap belts, and in August we were racing at the Monterey Historics. The first of 35 times, winning the Rolex Cup in 2010 for "Excellence in the Spirit of the weekend in both presentation and performance"

As ever I got the bug for something faster to race so we acquired a Elva 100 front engine Formula Junior. What a lovely car, we raced it for many years.

In all we've raced the Lagonda over a 100 times in California and competed in numerous multi day rallies including the Grand Canyon on three occasions.

I've rebuilt the engine twice, the first soon after we arrived and the second time just a few years ago. 100 races and 80,000 miles between rebuilds seems OK to me.

I get a lot of questions about the difference in Prewar racing between the UK and the US. Vintage racing here is less aggressive, but I believe more respectful of the machinery. Fewer specials, unless you class

Continued on next page



## Cover story continued

such as the Monterey Historics (now the Monterey Reunion). And at these events the number of "arrive and drive" entrants is increasing by the year. A colossal transporter arrives with a full team to set up and prepare the cars. The only time you see the drivers are at the (incredibly expensive) charity events, the auctions or the few mins before practice or the race. A far cry from our first event in 1984.

Central California is the perfect place to drive our classic cars. Quiet roads, (relatively speaking) fantastic weather and awesome venues. We had a TR3A for over 25 years but a few years ago we replaced it with a Model A Roaster which was easier for my wife to get in and out. However the magic of two new knees means we are on the lookout for a useable British classic.







[www.lagondacub.com](http://www.lagondacub.com)

# NEWSLETTER

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This month's Guest Contributor is:

Graham Wallis

No 455

May 2018

<b>May</b>	
6 <sup>th</sup>	VSCC Speed Championship Rd 1 Curborough
10 <sup>th</sup> – 13 <sup>th</sup>	LC – Norther Dinner and Tour (contact Nigel Hall 01457 762766)
13 <sup>th</sup>	VSCC Speed Championship Rd 2 – Wiscombe Park Hill Climb
16 <sup>th</sup>	LC Board Meeting
20 <sup>th</sup>	LC SE Region Pub meet – The Woodman Ide Hill, Goathurst Common, Sevenoaks TN14 6BU (Contact D Bracey 01622 751 493)
25 <sup>th</sup> – 28 <sup>th</sup>	21 <sup>st</sup> Fourgeres Rally Brittany & Normandy France (contact Patrick Rollet <a href="mailto:prkconsel@free.fr">prkconsel@free.fr</a> )
<b>June</b>	
10 <sup>th</sup>	Bentley Drivers Club Rally - Lagonda V12 Invitation. Stonor Park, Near Henley On Thames, Oxfordshire. (Contact Nic Waller <a href="mailto:nic@nicwaller.co.uk">nic@nicwaller.co.uk</a> or 07875 516 817)
16 <sup>th</sup> /17 <sup>th</sup>	VSCC – Brooklands Double Twelve. Brooklands, Surrey. (contact Michael Drakeford on 01903 872197)
22 <sup>nd</sup> -24 <sup>th</sup>	Invitation from RREC to participate in their Annual Rally & Concours d'Elegance at Burghley House, Stamford, Lincs. Contact <a href="https://www.rrec.org.uk/">https://www.rrec.org.uk/</a> Or Gerard Le Clerc at: <a href="mailto:leclerc.g@sunrise.ch">leclerc.g@sunrise.ch</a>
23 <sup>rd</sup>	VSCC – Hertfordshire Tour. Manor Farm, Church Lane, Barkway SG8 8EJ
24 <sup>th</sup>	VSCC – Formula Vintage Festival - Donington Park

Long term 2 litre owner Graham Wallis writes this month's letter from California, USA.

I grew up near Manchester and my only early connection with "old" cars was my grandfather, who had owned a garage in Woking Surrey immediately before and after WW1. We have a photo of the garage with a variety of early cars, including Austin Sevens and motorcycles but he appears to have a special place for Jowett. The garage was near enough to Brooklands that he prepared and tuned several cars for the track. My grandfather would tell stories of driving the cars from the garage to the track for the "gentlemen racers" to compete. He was seriously injured in an accident at Brooklands although I don't have any more details. It may have been the reason he retired back to his roots in the Cotswolds' before WW2. I still take a lot of pleasure in using his old tools.

We lived very close to Herb Schofield's family so I knew of his interest in Lagondas and of course Lagonda in Oldham was never far away. However, after a spate of Austin Seven racing with the 750 MC and using an Austin "Arrow" special as my everyday car I progressed on to more modern racing and rallying, but always having a series of "old" cars to tinker with; more A7s, Singer Le Mans and Roadster, MG, Y and PA, Clyno, Triumph Sothorn Cross and my favourite a Peugeot Quadriette.

By the early 80's I decided I needed a proper vintage car and focused on finding a Lagonda or Alvis. I wanted a car I could race, rally and tour, not forgetting trips to the local VSCC pub meetings. I remember meeting Roger Firth and his enthusiasm convinced me to lean towards a Lagonda rather than the Alvis 12/50 I had in my sights. After looking at numerous cars I settled on a 1929 2-liter Low Chassis for sale in Newport Shropshire. Registration PG 4609. It looked unmolested and everything was there, just waiting for a running restoration. It had no MOT and the brakes were not in a safe state to drive the 100 miles to Saddleworth so I camped out in Shropshire to fix the brakes, ignition and wiring gremlins before borrowing a friend's (or should I say a friend borrowed!) a set of trade plates, on which I drove slowly home early one Sunday morning hoping I wouldn't break down.

The running restoration meant many calls and letters to members of the club, of whom Ivan Forshaw was amazing in his assistance finding a cylinder head (mine was cracked), rocker arms (two were broken) brake shafts, clutch, half



shafts etc the list could go on. It helped that I had a connection through work with one of his sons so it meant I could take the company van when anything heavy was needed.

I used the 2L extensively on rallies, holidays and with the VSCC during the next two years when I was asked to transfer to California for two years (and we are still here). "The Lady" as the 2L is known had to come, a condition of taking the assignment was that the company shipped the car. I had 4 months before the move and decided it was an ideal time to smarten the bodywork. Stripped off the wings and bonnet and gave them to a neighbour's son in law who owned a local body shop. They would be complete in 2 weeks. I went down about a couple of weeks later to find police tape around the premises. He had been arrested for receiving stolen cars and re-spraying before passing down the line. Inside I could see the 2L body parts and they looked to have been re-sprayed and ready to go but it took 8 weeks of red tape and bureaucracy to convince the authorities that they were not part of a chop shop.

I eventually loaded the car into a 20-foot container in Saddleworth and opening it 12 weeks later in San Francisco. The 100 mile drive down Highway 1 to Santa Cruze, where I was then living, was an adventure. First breaking down on the Bay Bridge, then numerous times on the way home. Eventually the problem was traced to a distributor that had been fitted horizontally to the LH camshaft (protruding into the passenger's compartment) to replace the magneto. Easily fixed by reverting to the magneto which was still fitted to the car and which I have used ever since. But why it had run flawlessly for two years only to fail when it arrived in the US is a mystery.

Only a few days after the car arrived, so did the Lagonda Club list of members. I glanced through the US members and found a 2L LC Lagonda owner lived about 2 miles away. One of about five in the US. A very surprised Ed Morgan answered my call and we spent the next weekend together. He designed most of the Disney rides and eventually sold his company to Disney and started to accumulate cars. He had 50 or so when I first met him, including several Packard, Bugatti, Pierce Arrow, Overland and my favourite a Ballot which he eventually restored and won his class at Pebble Beach. As if one coincidence wasn't enough he also had a 1906 Cadillac almost identical to my 1908 Cadillac. What are the chances of that? We were firm friends until his death a few years ago and I believe the Lagonda is now back in the UK.

With California's climate we used the Lagonda a great deal, thus replacing parts and improving the car was inevitable. In the early days John Batt's help was invaluable. We met John and his wife in California a couple of times and my file is full of drawings showing his anti-tramp rod, (which I fitted and it works) modified MGB twin carbs, cam profiles and brake modifications.

Within a few months of the Lagonda arriving I made a few changes to comply with the California racing regulations, including lap belts, and in August we were racing at the Monterey Historics. The first of 35 times, winning the Rolex Cup in 2010 for "Excellence in the Spirit of the weekend in both presentation and performance"

In all we've raced "The Lady" over a 100 times in the US and competed in numerous multi day rallies including the Grand Canyon on three occasions.

I've rebuilt the engine twice, the first soon after we arrived and the second time just a few years ago. 100 races and 100,000 miles between rebuilds seems OK to me. The second rebuild included higher lift cams (Tim Wadsworth design), the original twin carbs back on the car (at last) and new pistons (again Tim's design). We also fitted new wheels and hubs and converted the clutch to the modern unit now being offered by the club. When time and expenses allow we will fit a Wessex head but probably not the downdraft as the rules frown upon it for racing unless I can show they were offered originally.

I thought long and hard about converting to a modern clutch and several things swayed me. We do a lot of road miles plus 4 races a year with 12/16 hours of track time, using 4000 rpm limit. I am well past my 3 score years and ten and after multiple surgeries I never look forward to lying on my stomach every two years lifting out the clutch. I'm delighted with the results of the conversion. It was one of the very early versions and it was not simple, needing the help of a friendly machine shop BUT well worth the trouble and I would absolutely recommend it. To satisfy my conscience, all the original parts have been packed away should a future custodian want to revert.

I get a lot of questions about the difference in pre-war racing between the UK and the US. They are somewhat different. Vintage racing here is less aggressive, but I believe more respectful of the machinery. Fewer specials, unless you class the dirt track cars of the 20's and 30's based on Ford Model T and A. Amazingly we have had 5 Lagondas racing in the California in the last few years including the V12's of Richard Morrison and Joe Harding. Unfortunately, like all good things, changes are afoot. We now have trouble assembling a full pre-war group at anything other than the prestigious races such as the Monterey Historics (now the Monterey Reunion). And at these



events the number of "arrive and drive" entrants is increasing by the year. In drives the colossal transporter with a full team to set up and prepare the cars, the only time you see the drivers are at the (incredibly expensive) charity events, the auctions or the few mins before practice or the race. A far cry from the VSCC events.

A little about the history of PG4609. If I had been writing this 6 months ago I would have just said 4 previous owners, all known. Standard factory T2 body on a very early LC (November 1929) and totally unmolested. How wrong can one be? It all started a few months ago when Collin Mallett was kind enough to forward a few photos of PG4609, probably taken during the 60's. This led Collin, Valerie and I to do some digging. Firstly, we found the chassis # in the club's records was incorrect. When corrected Valerie noticed my car had a SM CH designation which refers to the chassis being sent to a coachbuilder. In this case Wylder. After more research it looks as if it was one of two fixed head Coupes on Lagonda chassis by Wylder. The other was a LG45. When I obtained the car 35 years ago it had a T2 body fitted and I talked to all the owners or relatives of the owners and no mention of the body change. The current body appears to be a standard T2, so where did the body come from and where and when it was fitted is a mystery we will probably never solve but research continues.

In closing I want to thank some very special people in the club. It is not easy running an 80 plus year old car 6000 miles away from home, and "The Lady" gets a lot of use. Colin and Valerie are at the top of the list. Always welcoming us to their home (or caravan), a bed if I need it but always there with a smile and a cup of tea. Never too busy to answer questions. Tim Wadsworth for answering the numerous questions, always giving me sound practical advice and encouragement. And for taking me out in his 2L to see what a properly prepared car can achieve. All the spares officers have been good but the service from Robin is outstanding. Always sorting things out, no matter what the time or day. To the designer of the replacement clutch (and I've lost his name) for spending hours on the phone with advice as we went through the teething problems of an early model. John Batt with his numerous drawings and advice and recently to Collin Mallett for finding photos of my car, Arnold Davey and Anne Pilgrim for all the help in tracing "The Lady's" history. Finally, to all the members for their warmth whenever we meet them in the UK. Graham Wallis

Our area representatives have been busy arranging a series of events starting in the South East where David Bracey has organised a get together on Sunday 20th May at Ide Hill near Sevenoaks. Full details from David on 07710 423667 or send an email to [dcbracey@gmail.com](mailto:dcbracey@gmail.com). Coming further West our ever energetic Southern Secretary reminds us that we still have to come the Brooklands Double Twelve on the weekend of the 16th/17th June, the Rapier/Lagonda pub meet at the Red Lion at Chelwood Gate on 18th July and the Brooklands Reunion on 12th August. In addition on Sunday 9th September Jeremy and Margaret Oates have invited the members of both the Lagonda Club and the Riley Register to firstly visit the farm of Robin Lawton at Froxfield near Petersfield, to see some fantastic cars followed by a picnic lunch at nearby Ditcham. Moving to the South West a gathering of Lagonda Club members has been arranged at the historic Sherborne Castle, (built for Sir Walter Raleigh in 1594,) Sherborne, Dorset on Sunday 19th August. Full details available from Nigel Paterson on 01460 258844 or e-mail [nigelandkathypaterson@btinternet.com](mailto:nigelandkathypaterson@btinternet.com)

If all this is not enough for you, Egham's first classic vehicle show will be on Saturday 28 July and, due to the proximity of the old factory, they would very much like to have one or more Lagondas present. Egham Museum will be displaying any Lagonda related material they have. Full details from Mark Adams, Chairman, Egham Chamber of Commerce 07591 760644 Email: [admin@eghamchamber.org.uk](mailto:admin@eghamchamber.org.uk) or view their Website: [www.eghamchamber.org.uk](http://www.eghamchamber.org.uk) Moving further North Joe Harding's daughter invites us to a new classic car event, 'Classics at the College', in aid of Hope House Hospice, at Ellesmere College in Shropshire on Saturday 2nd June. The event starts with a lovely run through scenic North Shropshire and Cheshire lanes followed by a display of vehicles in the grounds of Ellesmere College. For full details see [www.hopehouse.org.uk](http://www.hopehouse.org.uk)

An update on the first VSCC meeting of the season at Silverstone, for once enjoyed in perfect weather. Only two Lagondas took part plus Trevor Swete in his Invicta. Tim Wadsworth's 2 litre ran out of sparks half way through his race but Nick Morley fared better with the LG special coming 13th in his race.

Finally Nigel Smeal reminds everyone of the Club's Annual Gathering on 29th and 30th September. Jonathan Oppenheimer has had an excellent response to his call to members with the featured cars and we should have an outstanding and memorable display





A copper-covered 1921 Rolls  
It's a beauty contest for cars, and their golden years are spent in the garage or the workshop, not on the road.

leaves can make drinks and pass them forward. "I spent ten years doing this car," says Wales, noting that he covered the seats in frogskin, about 1,650 frogs' worth. His wife, Marilyn, sports matching frogskin shoes, bag and belt. Anything to catch the judges' eyes. Still, Wales' Bentley placed second.

Best of show in 1991—a great surprise—went to an American car, a dashing 1932 Chrysler LeBaron that was built for Walter Chrysler himself.

"We had a French judge this year," quipped one of Gary Wales' good friends. "Maybe he didn't like the frogskin."

The weekend auctions, run by Rick Cole and Christie's, weren't all that successful for the sellers this year. Prices were down, but that's just fine for some at Monterey. Many collectors have been driven from the field by sharply escalating prices. They'd like to see prices drop a lot more so that they can get back in.

If you think your car may be good enough for the

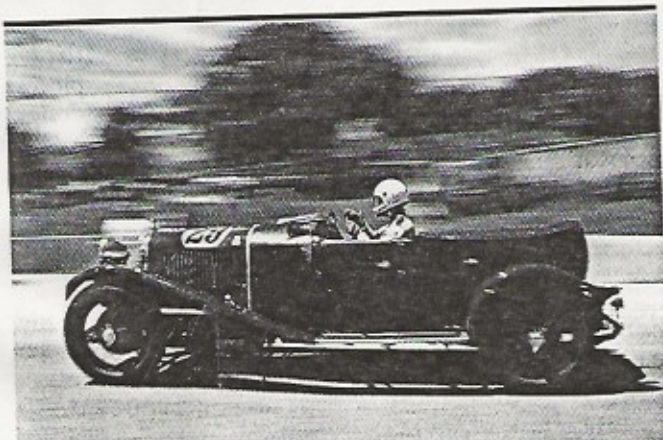
Concours, phone Lorin Tryon, co-chairman of the event (415-736-3444). The emphasis is on pre-World War II cars and special-bodied cars of the postwar era. Your 1957 Thunderbird may be beautiful, but it probably isn't for Pebble Beach. There's no entry fee for the cars, but admission to the Concours is \$30.

To run at the Monterey Historic Automobile Races at Laguna Seca Raceway, write to General Racing Ltd., P.O. Box 30628, Santa Barbara,

Calif. 93130. Include a photo of your car and tell something of its history. Most of the race cars are pre-1959, but some specific classes, such as Formula 1, run up to 1983.

It's best to get hotel reservations early—months early. Among the better choices around Monterey and Carmel:

The Lodge at Pebble Beach (408-624-3811); the Inn at Spanish Bay in Pebble Beach (408-647-7500); the Doubletree Hotel near Fishermen's Wharf in Monterey (408-649-4511); the Carmel Valley Ranch Resort (408-625-9500); Quail Lodge in Carmel (408-624-1581); the Monterey Marriott Hotel (408-649-4234); Monterey Plaza Hotel (408-646-1700); the La Playa Hotel (408-624-6476) in Carmel; and the Highlands Inn just outside of Carmel (408-624-3801). For more information, the Monterey Peninsula Chamber of Commerce and Visitors & Convention Bureau can be reached at 408-649-1770.



Stuff in the old girl yet. A 1929 Lagonda races at Laguna Seca  
But bump into her and you're not invited back.



## ARTICLE FOR PARADISE CAR CLUB NEWSLETTER

FEB 2022

### Graham Wallis

I grew up in the UK and my only early connection with "old" cars was my grandfather, who had owned a garage south of London immediately before and after WW1. The garage was near enough to Brooklands racetrack that he prepared and tuned several race cars. My grandfather would tell stories of driving the cars from the garage to the track for the "gentlemen racers" to compete. He was seriously injured when he went over the banking at Brooklands. I still take a lot of pleasure in using his old tools.

When I was growing up, I used an Austin Seven special as my everyday car as well as racing an Austin Seven. I then progressed to more modern racing and rallying, but always having a series of "old" cars to tinker with; more A7s, Singer Le Mans and Roadster, MG Y and PA, Clyno, Triumph Sothorn Cross and my favorite a Peugeot Quadrilette, whilst our everyday cars (as opposed to company hacks) were MG, Triumph and Lotus.

By the early 80's I decided I needed a proper vintage car and focused on finding a Lagonda or Alvis. I wanted a car I could race, rally and tour, not forgetting trips to the local pub. After looking at numerous cars I settled on a 1929 2-liter Low Chassis Lagonda for sale about 100 miles away. It looked unmolested and everything was there, just waiting for a running restoration.

The running restoration is still ongoing!

I used the Lagonda extensively on rallies, holidays and racing with the VSCC during the next two years when I was asked to transfer to California for two years (and we are still here). "The Lady" as the Lagonda is known had to come, a condition of taking the assignment. I had 4 months before the move and decided it was an ideal time to smarten the bodywork. Stripped off the wings and bonnet and gave them to a neighbor's son in law who owned a local body shop and was told they would be complete in 2 weeks. Two weeks later the son in law had been arrested for receiving stolen cars. Inside his shop I could see the Lagonda body parts resprayed and ready to go but it took 8 weeks of bureaucracy to convince the police that they were not part of a chop shop.

The Lagonda came in a 20-foot container to San Francisco. The 100 mile drive down Highway 1 to Santa Cruz, where I was then living, was an adventure. First breaking down on the Bay Bridge, then numerous times on the way home. Eventually the problem was traced to a distributor that had been fitted to replace the magneto. Easily fixed by reverting to the magneto which it still uses.

Only a few days after the car arrived, so did the Lagonda Club list of members and I discovered a 2L LC Lagonda owner, Ed Morgan, lived about 2 miles away. One of about four similar cars in the US. He designed most of the Disney rides and eventually sold his company to Disney and started to accumulate cars. He had 50 or so when I first met him, including Packard, Bugatti, Pierce Arrow, Overland and my favorite a Ballot which he eventually restored and won his class at Pebble Beach. As if one coincidence



wasn't enough, he also had a 1906 Cadillac almost identical to my 1908 Cadillac. What are the chances of that? We were firm friends until his death a few years ago and his Lagonda is now back in the UK

The spec of the Lagonda is advanced for 1929, one of the reasons it did so well at LeMan's. The engine is 1950cc, twin overhead camshafts arranged so you can remove the cylinder head without disturbing the timing, HC head (7 to 1 which was high at the time) twin SU carbs, magneto ignition, 5 main bearings on a counterbalanced crankshaft and happily revs to 4000. 4 speed gearbox, 4-wheel brakes, rod at the front and cable at the back. At the rear, the footbrake and handbrake work on separate shoes which is very useful for racing! Beautifully balanced with exactly 750 pounds at each wheel.

With California's climate we used the Lagonda a great deal, replacing parts and improving the car where possible. I made a few changes to comply with the California racing regulations, including lap belts, and in August the following year we were racing at the Monterey Historics. The first of 35 times, winning the Rolex Cup (including a Rolex watch) in 2010 for "Excellence in the Spirit of the weekend in both presentation and performance".

In all we've raced "The Lady" close on a 100 times in the US and competed in numerous multi day rallies including the Grand Canyon Rally on three occasions.

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I get a lot of questions about the difference in Prewar racing between the UK and the US. Vintage racing here is less aggressive, but I believe more respectful of the machinery. Either place is a lot of fun with great comradery.

A little about the history of PG4609. If I had been writing this 6 months ago, I would have simply said it was a totally original, unmolested car with 4 previous owners, all known. Fitted with a standard factory T2 body on a very early LC (November 1929) chassis. How wrong can one be? It all started when someone was kind enough to forward a few photos of PG4609, probably taken during the 60's. This led us to start doing more research. Firstly, we found the chassis # in the club's records was incorrect. When corrected the club secretary told us the chassis was one of two Lagonda's sent to a coachbuilder. In this case Wylder. After more research it looks as if it was one of two fixed head Coupes fitted to a Lagonda chassis. The other was a LG45. For some reason we will never know, it appears to have been returned to the factory very shortly after and a standard T2 body fitted. I have talked to all the previous owners or relatives of the owners, and no one can recollect the body change. We think it would have been 1930 or 31.

Central California is the perfect place to drive our classic cars. Quiet roads (relatively speaking), fantastic weather and awesome venues. My wife had a TR3A for over 25 years but a few years ago we replaced it with a Model A Ford Roadster which was easier for my wife to get in and out. However, with the magic of two new knees we are on the lookout for a useable British Classic and, sadly, we have decided the Lagonda must go to a younger custodian. Approaching 4 score years and several surgeries we have decided the car deserves someone who can use it more and perhaps race it for another 40 years.