



**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 216

Spring 2008

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FRONT COVER:

Racer!

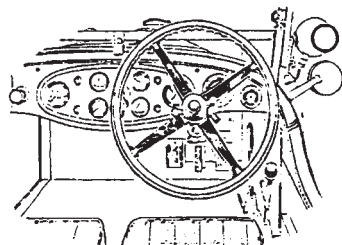
Nigel Hall's LG45 Team Car Replica.

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From the Driving Seat

Ken Painter



THE EDITORIAL HOUSEHOLD has recently been visited by the entire Lagonda Club membership from Alaska. Harry and Marianne Robinson, longstanding friends of the Painter family, have been visiting England and stayed with us for a while during their busy schedule. Their stay was all too short, but was just long enough for Harry to attend the Club's Eastern Dinner whilst Marianne starred at a conference in London.

Our families first met when the Robinsons returned to Singapore in January 1968, after their 'long leave' in America. We were all members of the Malaysian and Singapore Vintage Car Register, Harry had been elected Deputy Magazine Editor at the previous AGM, before I arrived on the Island and I had become Editor, due to a misunderstanding when I was buying my Lagonda, whilst he was away. In spite of this unusual start, we all became the very best of friends and, just after the 40th anniversary of that first meeting, the friendship is as strong as ever.

I had bought a 16/80 tourer within a week of my arrival in Singapore and Harry owned an M45 that carried the remnants of its original DHC body, but he very soon commissioned a new body

that was styled on the contemporary team cars. Marianne later bought a very fine M45 tourer and we all four (my wife Christine as well) competed regularly in races, rallies, hill-climbs and driving test meetings. It will come as no surprise to learn that the magazines we jointly edited had a very strong bias towards Lagondas from the very start!

It says much for the Lagonda Club that such long-standing friendships are not unusual between members and that long ownership of the cars is just as common. Harry lost his Lagonda only recently in a terrible fire and Marianne had passed on her car to Christopher Clarridge-Ware in good time for him to use it so spectacularly in the Pekin-Paris Challenge, but they remain keen and committed members, in spite of the distances between them and fellow members. I am sure that you will all recall that they removed the engine from one of their cars and loaned it to Christopher when his car developed engine problems in Canada during the 'Around the World in Eighty Days' event a few years ago. Flying the engine from Anchorage to Niagara and then getting it across the border into Canada was a saga in itself. They are true enthusiasts and a real credit to our wonderful Club.

***Last date for copy for the
Summer Magazine is
... Saturday 28th June 2008 ...***

The Northern Gathering. 10th to 14th June 2007

"WHAT IS THIS?" I hear you cry. "This was published in the last magazine!" Well, part of it was, but the full version had gone astray, but has now been delivered by a very embarrassed postman. It was accidentally put through the letterbox of an empty house and was handed in when the owner returned from foreign shores. In fairness to the many contributors, I publish it here, crediting authors at the end of each of their contributions and publishing a selection of the photographs they had kindly included. K.P.P.

Saturday 9th:

At 06.15 the sun was shining as predicted in the "Look North" weather report. We set off for the VSCC Oulton Park meeting and arrived there at around 08.30 to a goodly number already in attendance. This was the third event of a three-year contract, and I suppose the bottom line will be the deciding factor as to the VSCC using the venue again. This was a great opportunity for starting the Northern Gathering and many people included the event in their journey north to Gibbon Bridge. It appeared to me that we had more Lagondas than ever at this year and what a splendid show our members put on, gleaming cars and of course the drivers looked quite smart at times as well. Nick Hine certainly entertained the crowds with a well-deserved 1st place.

Tim Gresty is the VSCC boss man for this meeting, and his attention to detail and his organising abilities make him the ideal man. The concours event is also under the control of two Lagonda club members, where would they be without us?

Over 25 years of organising Lagonda events makes thinking up new and

different ideas a little difficult but the event appeared to be to everyone's expectations, or at least the letters indicated this.

We had expected 25 cars in total on the event, unfortunately, Bill and Sue Spence were at the last minute unable to leave Orkney and were sadly missed, and Julian and Jesse Reisner's Delage had not passed its MOT, so they came in a modern. Next time they have promised to have the 2 litre ready!

Sunday 10th:

Having handed over the keys to the 4 manual Lewis for the duration, the necessity to rush around at noon was alleviated, so a leisurely morning transpired and we set off for Chipping at around 14.00 hrs. Upon arrival it was not long before John Longridge and Martin Whitehead also arrived.

They had crossed over from Ireland to Birkenhead on the Saturday night ferry, and quite sensibly arrived at Gibbon Bridge, via Martin's daughter Jan's Marble Brewery in Manchester to collect supplies of Lagonda IPA for us to consume during our off driving time.

They had clearly been sampling the splendid nectar and gave it the thumbs up. On Thursday, they returned to Birkenhead in the opposite direction to which they arrived, and took in the brewery again, perhaps they returned the empties.

Some people sampled afternoon tea whilst other rested themselves ready for dinner at 20.00 hrs. (*Roger Firth*)

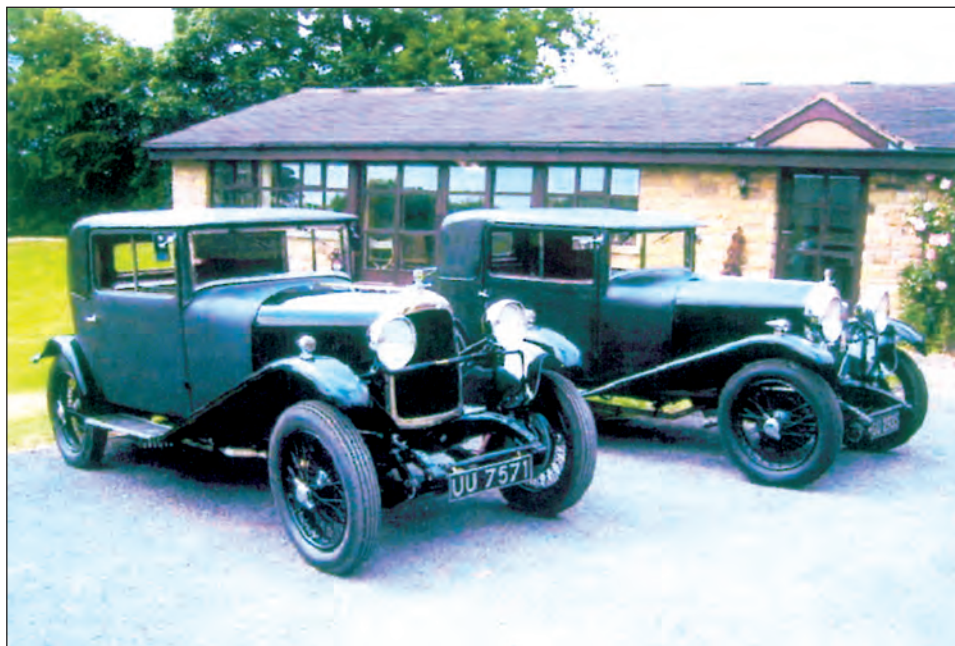
The Willoughbys, Walkers and Miles met upon the M6 toll Road for the journey on the dreaded M6 to Chipping. Lancashire, arriving at 4.30pm in sunny weather at the delightful Gibbon Bridge Hotel. After a warm welcome from Beryl,



We can't offer you a beer, but we can show you the label!



John Davenport's desirable LG45 Rapide.



The two Honeymoon Coupés together again.



Traffic Jam at Slaidburn!

and Roger and clutching our goody bags full of useful items for the car (always very welcome), leaving the male members to admire each others' cars and renew acquaintances. Due to the sunny afternoon we were even treated to the sight of the Chairman's knees in a dashing pair of shorts, matched only by Mr John Breen's. (*Sue Walker*)

Monday 11th:

Another hot sunny morning, and a tour of the lovely Lancashire countryside, marred only making the mistake of following the car in front manned by our Irish friends Martin and John, and going totally off track, not reuniting with the rest of the tour until we eventually found Bonds ice cream parlour 2 hours later! There, we revived ourselves with coffee and ice cream. Martin and John being totally unrepentant. Our Chairman's wife Joyce says this was the best part of Monday, and Bonds is her favourite Ice cream parlour. We then repaired (without getting lost) to the Plough at Eaves for a very long lunch stop.

One point not to be overlooked on this enjoyable day, was the birthdays of two Lagonda ladies, Sue Walker and Christine Miles who were celebrating their 35th Birthday (again?) Each was given a card of a rather risqué nature.

A few points of view from lady members:

We ladies enjoy sitting together at dinner to avoid the verbal fettling which goes over us at mealtimes! We can, fortunately, avoid outside fettling.

We do try and inject dinner conversation with some light and witty repartee, but remarks such as "I have got a Landrover Screen on my Lagonda!" And "Where do you get your gears stripped?" rather defeat the object.

Ladies Choice: (*Christine Miles. Sue Walker, Irene Willoughby and Joyce Savill*)

Roger Firth: 1st every evening in the male fashion stakes. (We loved the blue jacket Roger!)

Martin and John for keeping us entertained with their own brand of lovely Irish humour.

Robert Miles for risqué jokes, more risqué as the week wore on.

Best legs on the campus: Mr Saville and Mr Breen.

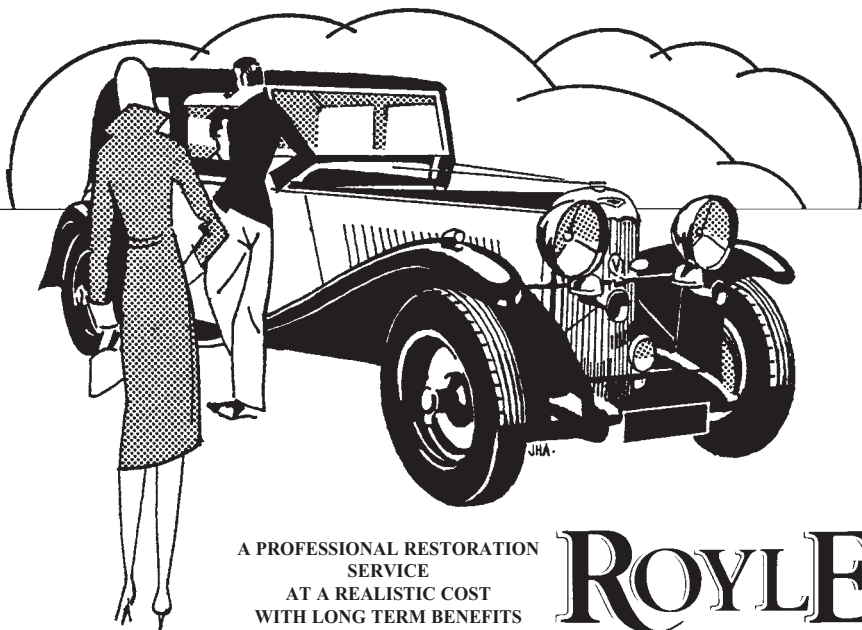
Following a splendid breakfast, as you have always come to expect at Gibbon Bridge, venturing forth into the car park in what was to be a most splendid day reputed to have reached 27°. The cars were further inspected again before setting out for our journey via Garstang and Bonds Ice Cream Parlour at Elswick to eventually arrive at one of Lancashire's hidden gems, The Plough Inn at Eaves. They do not normally serve food on Mondays, but agreed to open the restaurant for the nice Lagonda people, this was very much appreciated, together with the superb Thwaites Ale.

We were joined by some other members, including John and Hilda Davenport in the Works LG 45 Rapide, and George and Janet Proud in the splendidly restored LG 45 Saloon. John and Vivian Breen who had been at Oulton Park on the Saturday eventually found us. John and Ruth Turner arrived via Alan Brown's workshop where some mechanical problem was put right. A free afternoon was enjoyed, some people returning via Knott End and others via the suggested route, travelling through Stoneyhurst College at Hurst Green. Dinner at 20.00 hrs was enjoyed by all. (*Roger Firth*)

Tom and Shirley Wilcox made us very welcome when we visited their home near Preston. It was the first time the only two Honeymoon Coupes made had been seen or photographed together in their 78 years. (*Susie Batt*)

Tuesday 12th:

Relaxed breakfast again but a day which was showing signs of not being very friendly to people in open cars, and plenty of mist on those hill tops. We



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were joined by Nigel and Diana Bradshaw who are members of the Bentley Drinkers Dealers Drivers Club in their 4.5 litre VDP Tourer. Our route took us via Dunsop Bridge where the Owl Eagles had hatched their young a few weeks earlier and past the famous Puddle Ducks Café then over the moors into Yorkshire for coffee at County Harvest, Ingleton.

The Fenwick Arms situated on a very steep hill at Coughton, was, amazingly, severely flooded to a depth of three feet in 1956. Fortunately the water had not reached that depth on this very wet day as it was the luncheon venue for the 16 occupants of four Lagondas.

Following that, on the Homewood trip passing Quernmore Towers, another story was revealed when the 2 litre paused after its long climb through the murky rain. On the site of this Area of Outstanding Natural Beauty (AONB) in 1973 during the excavation of the intended car park a 7th century unusual burial was bought to light. Some hair, several finger and toenails remained from the body, but more especially, a large woollen shroud in which the body had been wrapped was well preserved.

The coffin had been made by splitting a trunk of an oak tree and each end hollowed out. Radio Carbon analysis of the timber revealed the date, thus making this burial particularly rare and important. The shroud is particularly well preserved and may be seen in the Lancaster City Museum.

On returning to Gibbon Bridge the enthusiasts were not deterred in doing running repairs in the pouring rain while those who were already soaked sought the luxury of their private Jacuzzi. In the evening Janet (Gibbon Bridge owner) was thwarted by the weather as she had intended to entertain us with a barbecue in her new garden. This is an addition to the original garden and was only completed recently. However the menu was modified and we all enjoyed a delicious buffet in the dining room. (Roger Firth)

Wednesday 13th:

It was wet and there were thoughts it would rain some more during our tour of The Trough of Bowland. John and I were comfortable and dry in the saloon, seeing the beautiful northern scenery with birdsong in the air. We drove through wonderful sounding places with names such as Dunsop Bridge, Slaidburn and High Bentham. I am not sure whether there was a Low Bentham! The car seemed to make its own way to a pub with Thwaites Dark mild for lunchtime and it changed gear beautifully the rest of the day. Despite inclement weather, much fun was had by all. (Susie Batt)

The discussions at breakfast were of course about the tremendous amount of rain we had again overnight, and what was the rest of the day going to be like. I took Janet Simpson for a spin in the Rapide and Beryl hitched a lift in Mike Fishwicks 2.6 saloon, it turned out to be a very wise move on Beryl's part, Janet did not return to the Hotel in a similar state, she insisted that I did not put the hood up and had not taken a hat. Anyway, a hot bath soon put her in form to prepare dinner for 20.00 hrs.

Travelling north, and coffee at The Moorcock Inn just north of Waddington, we met up with Alan and Angela Whitehead in their splendid M45 saloon, they had been delayed due to the Isle of Man TT from which they had returned the previous evening. We visited one of Yorkshire's best kept secrets: The Angel at Heddon, then to Grassington and Kettlewell, some people ventured further and took in Aysgarth Falls, Hawes and returned to Gibbon Bridge via the famous Ribble Head Viaduct on the Settle/Carlisle line.

Brian and Joyce Savill had what was thought to be gear box problems which in the workshop at home was found to be the differential, their cars are maintained to the highest standards and cover many thousands of miles each year, so problems can beset the best of us. Cyril Hollingworth (3 litre tourer) joined us for

dinner, entertaining us to a couple of his splendid monologues, his Preston / Lancashire dialect enhancing them considerably. (Roger Firth)

Thursday 14th:

It's now all over, and following another superb breakfast and settling our extras accounts, we set off for home once again in dreadful weather. (Roger Firth)

A watery end: Heading South on the M6, Wet, and miserable, visibility nearly nil. The Walker - Willoughby - Miles trio: Robert Miles has problems with his LG45, and even more on leaving the M6 Toll Road. All three cars limped slowly homewards at 25-30 miles per hour on the inside lane in worsening weather. We all turned off at the Warwick services, for a consultation, and decided the best and quickest solution was to use the Green Flag services and get car and

passengers home. By this time, 2.30pm. the rain was torrential, five of us went into the service restaurant, and one stayed in the car, where we stuck for 60 minutes, then the restaurant started to flood and the ceilings in the toilets collapsed, so everyone was evacuated into the small glass entrance. Modern car drivers made a run for it, but the vintage cars had to stay awaiting the arrival of the low loader, which, when it arrived, was too small. Four and a half hours later, three vintage cars are the only ones left in car park apart from police and firemen because the car park had been transformed into running rivers and lakes. 7.15pm: low loader arrives for Robert's car, we made our getaway, to see a twenty-mile traffic jam going north, and a clear road south. To add insult to injury, five miles up the road it was dry! (Sue Walker)



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The Editor's youngest grandchild, Max, shows his appreciation of the 2 litre.



Northern Christmas Dinner. L to R; John and Hilda Davenport, Alan Brown, Joyce and Brian Savill, John Turner

Photo: Ruth Tuner.



Ben Delphia's lovely Invicta.



Invicta A-Type

Ben Delphia shares the story of his car

THE FOLLOWING IS a "brief history" of our ownership of A-Type Invicta, "A-22," with number plate QB2646. Also included is information from her registrations in England and some current photos.

While on assignment as a Chrysler Director of Styling at the Rootes Group I purchased our Invicta at the Veteran, Edwardian & Vintage Car Auction; held on Saturday 12th Sept. 1970. The auction was run by the British Car Auction Group at Measham, Burton-on-Trent Staffs. The long Auction started at 12 noon.

There were 87 car entries for the Auction and our Invicta was a "late entry" to be auctioned as the 76th vehicle. I had looked at the car earlier and loved its long hood and hundreds of rivets, plus I had always wanted a "phaeton" as we called them in the states (a "Tourer" in England). I knew nothing about Invictas, in fact I had never even heard of the make. I bid on several similar cars that came up for auction first but the prices were excessively high for my budget.

Finally the Invicta came up and the bidding started with several of us bidding. The bidding stopped at £915 (about \$2,196 in 1970) but it had not met the owner's reserve. The auctioneer asked the young owner if he wanted to accept the offer. The owner could not make up his mind, the auctioneer was tired and it was late with still more cars to come, so the auctioneer told the young owner to remove his car. I decided to follow the Invicta and her owner out and make an offer. The young couple was expecting a baby and was obviously in

need of money so I made an offer of £1000 (\$2400). This offer of a higher price, with the commission eliminated, gave the couple what they needed, so, now pleased, they accepted the sale.

Finally finding a home near Coventry in 1971, I was able to enjoy fully our Invicta for the first time. I would spend hours exploring every aspect of her engine, power train and body, discovering castings and materials not even found in the very best contemporary cars. The more I explored and tinkered the more I realised that we had unknowingly purchased an outstanding vehicle.

We loved England and quickly became Anglicised in our life style; we joined the Midlands Vintage Car Club and immersed ourselves with British friends. Our family had great fun going to Club outings and made many close friends while enjoying visits to their numerous "local" pubs. Almost immediately after the car's purchase and becoming aware that Invicta was indeed a very well known British car before its demise and had a stunning record-setting history in the 20's and early 30's, I started taking advantage of Coventry's extensive automotive section in their library. Every opportunity was used in researching Invicta and that era of the British car industry's history. Also through contacts, mainly from the Midlands Vintage Car Club, we took advantage of local mechanics to have mechanical services performed on our Invicta knowing that it would be more easily done in England than when we returned to the United States. So, during our stay in England, the Invicta became much more road-

worthy, but had no cosmetic work. Also during our tenure in the Coventry area we had the fortunate opportunity to accumulate Invicta articles, Invicta Catalogues, and even a spare new log Book from the newly established Beaulieu Museum.

The previous owner told us they were informed the Invicta had spent its early life in Nigeria with its (believed) original owner Harcourt Henry Newton (not sure of Newton spelling as it is not clear on the registration). Being in Nigeria may be the reason it survived being used for scrap during the war effort or being pirated for parts. The vehicle seems to have been on several visits to England during those years but never stayed permanently in the UK until its return in 1950. We have the original log book but other than number of miles during use and service information it only sparsely mentions the purpose or destination of any trips.

When purchased, the car's exterior was crudely "brush painted" in British Racing Green with spots missed and almost no lustre. The interior had obviously suffered from old age with its cracked leather seats that were originally tan but now brush painted in black. The front and rear bench seats' springs were very, very tired from decades of stress from occupants bouncing on rough roads. The seat concavity on the driver's side front seat sagged from age so deeply it implied a bucket seat look. The interior door panels were obviously not original and had been replaced with plain sheets of black vinyl. The Invicta needed some serious love to be restored back to her original glory and, that became our goal. We did not realise at the time that our goal would involve more than thirty years work.

After four additional years of working for Chrysler International I was relocated back to Chrysler's Headquarters in Highland Park Michigan. Fortunately Chrysler's

agreement for International assignments was that they would ship and store as needed any and all of our belongings, both coming and going from our assignments and that included our Invicta.

The car did reasonably well in her overseas travel and a lengthy storage until we had a home. After settling into our new home just outside Detroit Michigan we had the Invicta delivered. For several years she was just driven locally. Our only problem was that, after all our years in England, as soon as we got into the car with its right hand steering wheel location, we wanted to drive down the left side of the roads. Even today it takes some brief thought before setting off on a trip.

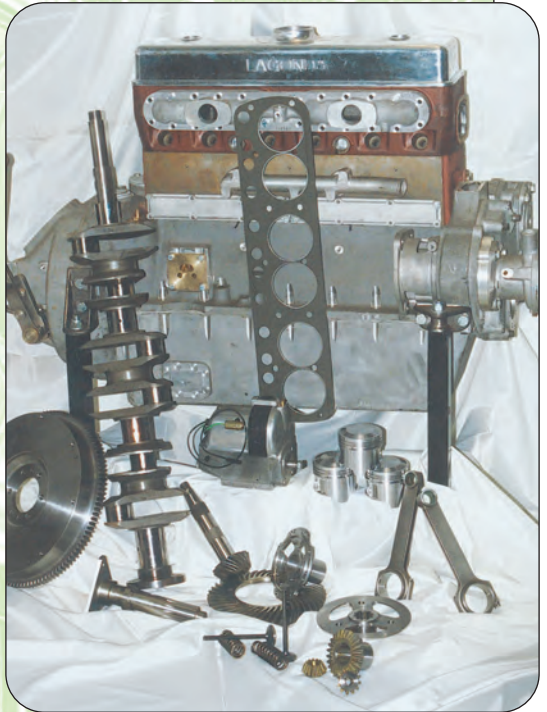
In 1978 it was decided to give the Invicta her much needed cosmetic repairs but sadly, after almost a year in the shop, the business went into bankruptcy. So one day I was looking forward to a restored Invicta and the next picking her up in parts and pieces as a "basket case." Now we faced two problems, we had lost thousands of dollars from our "restoration savings" and the Invicta was a pile of parts with even some missing. She was reluctantly set aside in our garage as a low priority project for the next 21 years.

Our family's love for our Invicta never wavered and we tinkered with her over the years, putting some of the parts together. It was not until 2002 when I retired from automotive styling that I decided to get her fully restored. The shop selected, University Motors Ltd. (in Ada Michigan), specialises in MG restoration and the owner John Twist had spent some years in England as a mechanic apprentice on English vehicles. By this time, after sitting so long, the whole car needed to be restored including the engine and all mechanicals. The first stage took all of two years and included some body restoration so the car could be driven.

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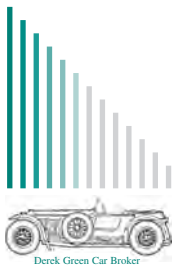
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I hope you all had a good summer motoring. After an 18 year rebuild my M45 Rapide is now fully run in and we enjoyed several Club and Brooklands meetings.

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

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Alan Elliott track-testing his clutch at Angoulême, September 2006.

(See article page 30)

The final stage of re-trimming the interior and completely restoring the body and paint was just finished after ten more months of work.

Enclosed are recent photos taken of our Invicta. It is a pleasure to both own our Invicta and to be able to share our Invicta's history with members of the Lagonda Club.

Information taken directly from the Registration Log:

First registration in England under the "Roads Act,1920": Location: Oxford County Borough Council, City Chambers, 20 Queen Street, Oxford

Extract from Registration Particulars:

Index Mark and No.: QB2646

(a) Taxation Class: Private

(b) Make: Invicta

(c) Colour: Blue

(d) Type of Body: Tourer

(e) Propelled by: ICE

(f) Manufacturer's:

1) Description of vehicle: Open Four Seater

2) Chassis Type Letter & No.: A22

3) Engine No. 7223

(g) Rating: 4450 cc

(h) Date of original registration under the Roads Act,1920: 23-3-50 (Nineteen Fifty)

First Registration date: 23 March, 1950 Owner's name: Harcourt Henry Newton (not sure of last name spelling). Address:169 Walton Street Oxford.

Second Registration date: 12 March 1968 Owner's name: Hilary Graham. Address: 50 Crouch Hall Road N8.

Third Registration date: 14 May 1971 Owner's name: John B. Delphia. Address: 5 Broadwater Earlsdon Coventry.



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The Suffolk Weekend 15th / 16th March

Tony Wood reports on this annual celebration

I HAD A good run down to the Pilgrims' at Bredfield in the Citroen C4 (at my age it is too far for the Rapier without taking an inordinate time to get there - I know certain of our members will think this a feeble excuse!). Anyway, after 185 miles I arrived about 3.30 pm to find several earlier arrivals with proper motor cars, including Peter and Julie Merrick with Rapier AUA 649, Warren King with Rapier Special CPD 758 and Martin and Joan Mountfort with Rapier Abbott Tourer BGH 798. The bigger brethren were represented by Jonathan Oppenheimer's splendid V12 drop head coupe. Jonathan was having problems with the turning round of the car in a restricted space due to the heavy steering! It looked to be quite an effort. No doubt his biceps are much better for it! The Pilgrims' M45 saloon was poking its nose out of the garage ready to transport the Little Orchard contingent to the dinner later. After chat and tea and biscuits, people began to disperse to get ready for the evening's entertainment and the main objective of the weekend.

Apart from myself, guests at Little Orchard were Christopher and Monika Magawly from Unkel on the Rhine in Germany and we all piled into Mike and Ann's M45 Saloon for the trip to Aldeburgh and the White Lion Hotel. Now, the M45 saloon must be the largest car with the smallest space for passengers ever built and getting into it is an art in itself. As the rear offside door scrapes on the running board, we had to proceed from the nearside. Strictly there is only room for two in the back but by shoehorning Monika and Ann in first, I

was able to squeeze in last and just shut the door and nurse a holdall full of the Register's photo albums on my knee. Then Christopher, who is fairly tall, got in the front and closed his door. Mike had already got into the driver's seat and we were ready. This had taken about 5 minutes to sort out but we were then ready to roar on our way and made good time to the venue despite the rain, which had set in just before we set off.

On arrival there were one or two members of both clubs in the bar and soon this became a loud throng with everyone trying to outdo the others in raising the decibel level. We were then invited into the dining room to don the nosebags. Clive Dalton did a splendid job of saying grace in Latin and we then partook of a dinner which was very good and well up to the standard of past years. It was also remarked that the quantity of food was just right and was a pleasant contrast to the large, overloaded plates one gets in many dining venues. No wonder, according to many reports, that the populace is becoming obese! Anyway, the meal proceeded apace and it was soon time for the loyal toast, given by Mike Pilgrim who then made one or two announcements and distributed bottles of Lagonda ale, brewed in Manchester, to deserving members who had contributed in some way to the wellbeing of the clubs and the evening in particular. He then introduced the speaker for the evening, Peter Merrick, the sales person in charge of the Rapier Register spares. Peter's speech was amusing and off the cuff and dealt with his experiences with cars over the years.

It was most entertaining. Prior to this it had been noted that Peter was wearing a very fetching centre parting in his hair and had his moustache slightly turned up at the ends. All was explained when Mike Pilgrim produced a photo of Wilbur Gunn, the founder of Lagonda - showing him with a centre parting and moustache slightly turned up at the ends! The likeness was uncanny! Following the speech a toast was drunk to The Lagonda Club and Rapier Register and the Garry Guiver Gong was then awarded to the driver of the Rapier which had come the furthest distance. Last year Dave and Jean Williams won it, having come from mid-Wales in their Rapier - a distance of 258 miles. This time there were no really long distance contenders and it went to Martin and Joan Mountfort who travelled 87 miles from Horndon-on-the-Hill in Essex, in their Abbott Tourer. The evening then descended into general chat and mingling of participants until it was time to call for the carriages and make our ways home or to our beds for the night. We had the same rigmarole in gaining access to the M45, which was soon bowling us along back to Bredfield. The following morning dawned wet and windy. The first task of the day for Mike and Ann was to proceed to the local church to help ring the bells for the service. I went along to see what it was all about and found myself on the end of one of the ropes. Mike kept a firm hold too so that I was not swept up into the belfry! It was most enlightening. Back at Little Orchard, we then prepared cars to take us to the lunch venue at Saxtead Green. Mike took the Magawlys in his 2 litre, UL 8564 and I got ready to drive Mike's Rapier COL 454, navigated by Ann. By the time we arrived there were already several brave souls there, some in Lagondas, and wondering what had happened to the English spring weather. It was wet and raw! This did not deter us from gathering around the cars but it did

soon drive us into the warmth of the bar and dining area. Ordering of food and drink did not take long and we were soon enjoying a splendid lunch with the decibel level well up to last night's standard. After a long session of chat and bonhomie, it was noted by some that Clive Dalton had accidentally managed to knock from its perch on the wall, a copper bed-warmer! He tried to put it back before anyone noticed but the hook it was hanging on had disappeared! Kindly staff took it from him and restored it to its proper position. Let's hope that this was the only calamity of the weekend! People then began to wend their various ways homeward, hopefully well satisfied with another splendid Lagonda weekend. Many thanks to Mike and Ann Pilgrim for arranging it all and for providing accommodation in their usual generous way.

Those taking part in the proceedings were:-

Christopher and Monika Magawly from Unkel Rhine in Germany: Dave and Jean Williams from Tregynon, Powys: Tony Wood from Martley, Worcs: Roger and Anne Llewellyn from Lichfield, Staffs: John and Alison Boyes from Rugby, Warwicks: Malcolm and Marion Burgess from Thames Ditton, Surrey: Gavin Rowe from Lewes, Sussex: Tim and Jane Metcalfe from Aylesbury, Bucks: Malcolm and Angela Charles from Pinner, Middx: Jonathan Oppenheimer, with V12 Lagonda ARD 246, from London: Tony and Pam Metcalfe from Riseley, Beds: John Breen from Letchworth, Herts: Martin and Joan Mountfort with Rapier BGH 798 from Horndon-on-the-Hill, Essex: Clive and Shirley Dalton with 2 litre Continental JX 1504, from Little Eversden, Cambs.: Andrew Elphinstone and Min Dinning with Min's mum, Pam, from Linton, Cambs.: Martin Snead and Annie McNinch from Cambridge: Peter and Julie Merrick with Rapier AUA 649, from Bury St Edmunds: David Wall from

Barton Turf, Norfolk: Warren King with Rapier CPD 758, from Norwich: Roger and Cheryl Stevens and friends Mike and Carol Knott, with LG6 GPH 299, from Wymondham, Norfolk: Laurie and Cherida Taylor with 2 litre KW 2102, from Garboldisham, Norfolk, accompanied by their friends Karol and John Cooper, Nigel and Sue Noakes, plus Ben Woolard and Francesca: Angela Clarke and her mum Irene from Manningtree, Essex: Iain and Rosemary

Whyte from Ipswich: Mike and Ann Pilgrim from Bredfield, Suffolk: Ian and Mary Shipman from Saxmundham, Suffolk: Colin and Amanda Mallett with 2 litre NF 7076, from Saxmundham, Suffolk and finally David Baker from Spalding, Lincs.

On the Sunday we also had Martin Pollard and partner, John Furlong and Sue Baker, although not all those attending on Saturday, turned up on the Sunday.

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Suffolk Weekend, Saturday: Lagondas at Little Orchard. Jonathan Oppenheimer's V12, with the Rapiers of Martin Mountfort, Warren King and Peter Merrick. In the foreground: Malcolm Burgess, Dave Williams, Julie Merrick and Peter Merrick.



Wilbur Gunn and Peter Merrick - or is it Peter Merrick and Wilbur Gunn?



Dinner at the White Lion: Warren King shows the Daltons and Llewellyns the prize he won for guessing how many parts there are in a Rapier engine.



Line-up at the "Old Mill House" Saxtead Green: the 2 litre HC cars of Laurie Taylor and Colin Mallett, Jonathan Oppenheimer's V12 and Roger Steven's LG6.

Photos by Ann Pilgrim.

2 Litre Engine Numbering

Hans Eekhoff tries the Lagonda equivalent of solving Fermat's Last Theorem

I HAVE ALWAYS been intrigued by the complicated engine number on the timing cover of my 2 Litre Lagonda (S1347/3/831) and wondered why it is apparently completely unrelated to the equally mysterious engine number on the identification plate (1086 on my car).

Some time ago I was looking through the Members' Register to compare a few 2 Litre numbers when I noticed that a part of these engine numbers very often tie in rather nicely with the registration dates.

I discovered that the last number of these engine numbers fit in quite well with other 2 Litres that were registered (and therefore probably built) around the same time. I therefore got the idea (although it has always been argued against) that this number could actually be the true engine number and that mine would be the 831st 2 Litre engine built by Lagonda.

Now assuming that this were indeed the case, I set out to try if I could follow the numbering through the years that the 2 Litre engine was manufactured and if it would run in sequence from the first 14/60 engine built in 1926 until the last 2 litre in 1932.

I first made a database of all 2 Litre engine numbers that were available from the Lagonda Club Members Register and, although unfortunately not all 2 Litre owners have submitted the numbers on the engine (but merely the 'engine number' on the identification plate) there was still enough data to get a clear picture and to support my theory that these are indeed the real engine numbers.

I assume that 2 Litre engine numbering simply started at 1 (the oldest known number still to exist is 24) and

ended on or after 1210 - the highest known number.

Although it is generally accepted that the letter 'S' preceding the first group of engine numbers stands for 'Speed Model', the meaning of the following two numbers (1347 and 3 on my engine) is as yet unclear.

Between engine 851 and 865 the complicated code changed to a simple continuation of only the true numbering (i.e. the third number), usually preceded by prefixes 'S' (Speed Model), '2L' (2 Litre Low Chassis) and '2B' (2 Litre 'Blower'). The other numbers were omitted.

From engine 1053 (a 1931 engine now fitted as replacement to a 1928 car) the number was only preceded by OHL2 - the usual Lagonda prefix with the 2 to indicate 2 Litre.

Exact dating of the engines is not yet possible, we have only the car registration dates to work from and they are usually very different from the production date. However, many engines have a cast manufacturing date and further research might give valuable details. Also the engine numbers do in no way precisely follow the car numbers; it can be seen that often an engine was put into a car much later (sometimes many months) than the adjacent numbered engine. Also many cars have received replacement engines; both newer and older. But the sequence of manufacture can definitely be established as well as at which point changes were made to the engines - another subject for further study.

Furthermore it is now much clearer to establish if indeed a car received another engine during its life; if the

number is very much out of sequence this is likely to be the case. It is also apparent that 'High Chassis' engines (I prefer to call these 'side-mounted dynamo engines', as they have often been fitted to low chassis cars as well) were being produced alongside front-mounted (low chassis) dynamo engines as late as 1930, perhaps even 1931. Indeed some of the higher numbered engines have a side-mounted dynamo and even the 14/60 was still advertised in the 1931 sales catalogue. However, these engines can not be distinguished by the number.

There are also some unnumbered and re-numbered engines, which makes it impossible to establish the exact total, however the highest known number is 1210 - not so much different from the estimated total production figure of 1340 2 Litres. The total number of unnumbered and re-numbered engines should make up for the difference.

Here follows a short sample list which gives a rough idea of the production and sequence of the engines.

In order to make the picture more complete, I would be very grateful if 2 litre owners who did not submit the

number on the engine of their car to the Register, and anybody with information about the date cast on their engine could let me have these details. Hans Eekhoff (E24), tel: 01258 830778 email: oriole@zonnet.nl

| Car Number | Engine Number | Registration Date |
|--|---------------|-------------------|
| 8532 | 160 | 27/1/1927 |
| 8578 | 213 | 14/6/1927 |
| 8870 | 469 | 3/12/1928 |
| 8958 | 545 | 20/3/1928 |
| 9084 | 623 | 30/5/1928 |
| 9167 | 697 | 1/7/1928 |
| 9186 | 711 | 1/8/1928 |
| 9342 | 835 | 25/3/1929 |
| 9406 | 865 | 12/06/1929 |
| (first engine known with simpler numbering.) | | |
| 9449 | 906 | 11/9/1929 |
| 9572 | 935 | 19/3/1930 |
| 9666 | 959 | 4/6/1930 |
| 9782 | 1007 | 13/11/1930 |
| 9795 | 1021 | 6/2/1931 |
| 9863 | 1060 | 3/6/1931 |
| 9970 | 1115 | 30/9/1931 |
| 10037 | 115 | 06/1/1934 |
| 10154 | 1210 | 21/7/1932 |
| (highest engine number known.) | | |



A late 2 litre High Chassis. (See page 35)

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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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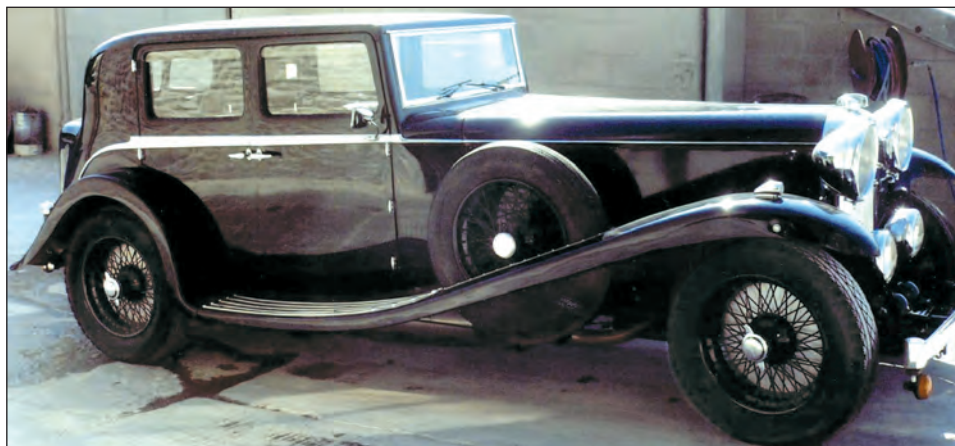
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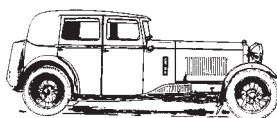
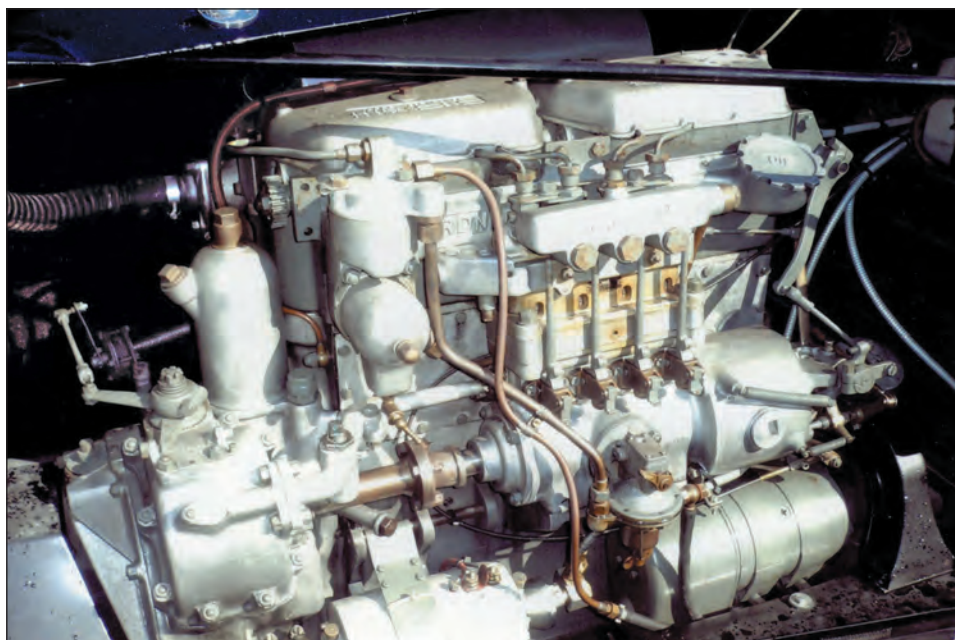
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An economy Lagonda? See article on opposite page.



A Diesel Lagonda

Colin Bugler shares some notes from the Secretarial records

THIS INTERESTING CAR was, at one time, owned by C Shea, Meadowside, Prestbury, New Road, Prestbury, Macclesfield, Cheshire and has been owned by Ian Bolshaw, Rainow, Cheshire for around 30 years, although he joined the Lagonda Club in 2006. It was fitted with a Gardner Diesel engine by Mr Paul Gardner and the following is an extract from a letter to Mr Ole Sommer by him, dated 29th November 1995:

“Many thanks for your fax of Nov 28th referring to the LG45 Lagonda in the Brooks Auction on 4th December. This in actual fact is Father's car and I am almost certain it was a conversion made in about 1945. The 4LK fitted by us was very much a development engine and, for its year, was a very

highly rated naturally aspirated engine. That engine was not sold with the car but the purchaser from LG & S - a Rolls Royce Quality Control Manager - went to a lot of trouble to try and make his engine as similar as possible to that removed.”

Club records show that a photograph of the car was featured on a contemporary Gardner Diesel Engines trade calendar, does anyone know when?

The car is, apparently, off the road, but is safely dry-stored, with the upholstery kept dry in the house. The chrome has been re-done, there are no signs of rot or corrosion and the body has been partly repainted in black. The original engine number is recorded as: 2245 M45/24.



What is a French economy car doing here? See "letters", page38.

Two Litre Topics - The Clutch

Alan Elliot shares his experiences under the floorboards

COLIN BUGLER HAS made a very apt comment, "The clutch on the 2 litre was designed by a sadist" Very true, and after 50 years of Lagonda ownership, I have subjected myself to this torture four times. Not all on the same car I must add! Overhauling the clutch is not a task to be undertaken lightly, but the following articles provide much guidance. (The same clutch is also used on the 3 litre).

The 2 litre Clutch, by Ivan Forshaw (Magazine No. 46, Winter 1963)

Look No Fingers by Jeff Ody (Magazine No. 102, Spring 1979)

The Clutch Brake by Tim Wadsworth (Magazine No. 200, Spring 2004)

Workshop Manual for 2 Litre Lagonda Gearboxes by Phil Ridout

The 2-Litre Lagonda Instruction Book

However, I have encountered many problems I have never seen mentioned elsewhere, hence the reason for this article. The clutch is described very well in the instruction book, with excellent exploded illustrations. As you read this article, it will be useful to have these illustrations to hand. The names I use for the various parts are as shown in the handbook. The first problem occurs when the clutch pressure plate and the clutch cover plate are dismantled. On most cars, these extremely heavy items cannot be lifted out until the clutch driving shaft is also removed. The chassis cross member behind the clutch gets in the way. (Although I have a feeling Lagondas may have altered the position of this cross member on later cars). Having unscrewed them, the pressure plate and cover plate hang on

the driving shaft, and their great weight makes the job extremely difficult. I have found it is a great advantage to support them from a turnbuckle attached to a suitable hole in the aluminium bulkhead above. (These turnbuckles are the things used to tighten wire fences.)

The clutch driving shaft must then be removed, and this is as one with the driving plate, to which it is riveted. Removal, at first sight, appears impossible, due to the presence of the floating plate. The secret is to pull the driving plate to the rear of the car, as far as it will go. The six clutch springs can now be removed from their pockets in the flywheel, and the floating plate dropped down out of the way. This gives enough room to remove the clutch driving shaft, by pulling it back and tipping it up at the front. Finally, the cover plate and pressure plate can be lifted out. (It may also be necessary to remove the brake cross-shaft, which is below and just behind the clutch.)

There are two bronze bearing bushes inside the front end of the driving shaft. These bushes run on the rear crankshaft spigot, and can be very badly worn. I believe that this can sometimes cause clutch drag, since it allows the complete driving shaft and driving plate to drop, and cant sideways, preventing the clutch from freeing properly. These bushes are easy to turn-up on the lathe using suitable bearing-bronze. It should be noted that the wick packing in the rear of the crankshaft spigot is supposed to ensure a small supply of oil to the bearing, although the efficiency of this arrangement is rather doubtful. It is advisable to oil occasionally, but sparingly, via the screwed plug in the driving shaft.

The problem of clutch drag is sometimes addressed by adjusting the clutch stop to be very fierce. This is wrong - the clutch should operate correctly without the clutch stop. The only function of the clutch stop is to enable more rapid gear changes. Clutch drag is likely to be caused if the clutch ejector stop is not adjusted correctly. I have also had problems with the little pin riveted to the banjo plate on the clutch ejector. This is sometimes very loose - almost ready to fall off. Attempts to tighten the rivet are not always satisfactory, in which case it can be brazed.

Make sure that new clutch linings have metallic loading, to ensure adequate heat dissipation. These clutches overheat very quickly if abused by slipping. My low chassis 2 litre always had a tendency to clutch slip, and during a conversation with the late Phil Ridout a few years ago, he recommended that I should check the length of the six clutch springs. The free lengths should be 1 7/8". I discovered mine were some 3/8" short! I don't know why the springs were wrong, but this is clearly something worth checking. The correct springs are available from the Club spares service.

Jeff Ody recommends that on re-assembly, increase the pressure of the clutch springs by inserting Florins in the flywheel pockets. I am right out of Florins, so I have turned up dummy ones on the lathe! The cover plate is bolted to the flywheel with six 5/16" BSF bolts. The pressure plate is secured with six 5/16" BSF nuts, attached to the clutch driving pins. Don't over-tighten these nuts, because the driving pins are somewhat weak due to their grease holes. There also seem to be some driving pins in existence which lack their grease holes, in which case they must be drilled-out. The clutch pins should be greased periodically.

You must be careful that the hexagons on the driving pins sit correctly against the register on the

floating plate. If a pin becomes twisted, the pin can easily ride up on the register, thereby canting the floating plate sideways. Assembly must proceed carefully to ensure this does not happen.

Another important matter is the correct adjustment of the clutch ejector stop. This is an item which is often neglected, but is vital for correct operation of the clutch. In order for the clutch ejector to operate correctly, the spider on the end of the clutch driving shaft must be free to slide freely along the splines. There is a second wick packing in the clutch driving shaft which allows a small amount of oil to lubricate the splines. Again, it is optimistic to rely entirely on sufficient lubrication by this method. Periodic application by oil-can is recommended. The instruction book specifies setting the clutch ejector stop clearance at 3/64th inch (47 thou). Trying to set this with a feeler gauge is difficult. I find it easier to screw-in the adjuster until there is zero clearance, then back-off the screw one and a quarter turns. This gives the correct clearance, the thread being 1/4 " BSF - 26 threads per inch.

One final point not always appreciated is the alignment of engine, clutch and gearbox. Smooth clutch operation is dependent upon all shafts being in line, vertically and horizontally. Serious misalignment can prevent the spider sliding easily along the splined shaft, prejudicing operation of the clutch ejector. The flexible couplings can take care of minor misalignments, but engine or gearbox mountings may need raising or lowering to achieve concentricity. Other adjustments are described adequately in the handbook, in particular timing & strength of the clutch stop, and clearance of clutch withdrawal tappets.

For our overseas readers, a Florin is the name of an obsolete coin, valued at two shillings. The current 10p coin of the same value is not the same size! K.P.P.

Four of a Kind

Richard Hayes discusses variations on a theme

EVERY LAGONDA ENTHUSIAST knows any two cars are unlikely to be exactly the same. This is especially true of the Two Litre as emphasised in Arnold's latest book.

In many cases the differences are slight—type of headlight, windscreen, wings, position of the spare wheel or presence of stoneguards. There are any number of reasons for these variations including the original purchaser's specification request and updating in the fashion conscious Thirties. There was the pick and mix era of 1930/31 and of course the company's tendency to use up bits and pieces which were to hand—thus predating Toyota's acclaimed "just in time" principle of holding stock by a full 50 years.

The second half of the 1940s saw an enthusiastic scramble to get cars back on the road and in some cases to re-register to take advantage of the new road tax regime. In theory the car was supposed to be "new" or at least different from its previous incarnation. Some members had spare chassis and others had spare log books, thus providing a unique opportunity and an irresistible combination to the brave and enthusiastic. The latter adjective should be emphasised as the purpose was to get a quality car back in use and to have some fun with it.

There would, I imagine, have been no dubious financial motive or 'speccing up' a standard model. Then, even team cars were offered for sale without significant premium. The alterations to cars in this period must have been legion. No doubt Arnold has kept track of them and hopefully some older Members may be able to relate some events of this period.

The 1960s and onwards witnessed the trend to re-bodying decaying saloons into something more sporting. Again it was done in the main for the right reasons—to give the car a new life and to enjoy it. The Northern Lagonda Factory and others turned out some very nice examples of the larger cars using the 4½ engine and chassis. Later the 3½ chassis became the preferred basis for team car replicas. The irony is that apart from becoming topless the cars tended to stick to the original design specification for coachwork and hardware thus looking less different from each other than some original cars.

In the case of the Two Litre it may be of interest to focus on just four cars with adjacent or very close numbers and registration dates but with widely differing specifications. The choice is made easier by the comprehensive details in the Register and the helpful updating in the monthly Newsletter.

KY 514 is now owned by Igor Cerutti in Switzerland but was previously in the UK with Nigel Sassoon and prior to that Tony Sparrow. In theory this is the youngest car being first registered 30th June 1931 with chassis no. OH 9903 and original engine no.1652. It is believed to be an original standard low chassis Speed model with fabric bodywork, cycle wings and correct low chassis engine running with twin Zeniths. The photo shows it to be a typical T2 type Two Litre.

PL 7592 has the previous chassis no.9902, engine no.1650 and first registered 24th April 1931. In marked contrast it has a four door metal Tourer body on a High chassis with long wings, shallow windscreen, late type oval dashboard and offside spare wheel. The



KY 514.



PL 7592.



KY 514.



PL 7593.

rear of the coachwork is 14/60 style but the chassis has Speed model modifications such as chassis tension rods with seals still intact. It runs with a single Zenith including both a strangler and Ki gass pump.

It was registered to Lagonda Ltd until 1939 (strange as the company did not legally exist after 1935). Ivan Forshaw thought it to be a special order car with an Isle of White connection and subsequently used by a Lagonda board member or family. It would be nice to think the driver and dog in the black and white snap had connections to Brigadier-General Metcalfe or Sir Edgar Holberton but this is not the case.

Any details of PL 7592 during the 1930's would be most welcome. The registered owner changed to William Rose of Wandsworth S. W. London on 5th January 1939. Later owners included Club/Register members Gerry Hughes, Peter Petty, Dudley Wing and Derek Blakeley D.F.C. based at West Malling.

GP 748 takes us back to low chassis with no. 9901. The original engine no. was 1649 and registered 15th May 1931. The car was restored to a very high standard by the late Ken Knapper and bought about five years ago by Dick Lamb who had some very good outings including the Le Mans trip. Recently it was sold to John Clement who is looking forward to more enjoyable miles after a disappointing Three Litre some while ago.

The bodywork is typical low chassis with cycle wings but runs with a high chassis engine on twin S.U.s and a concealed full flow oil filter. Strangely in a number of cases the earlier engine can improve on the later engine's lap times.

The last car in the quartet and the oldest is **PL 7593** registered on 1st April 1931 with chassis no. 9891 and original engine no.1651. This is the well known car so successfully campaigned on the track by Colin and Martin Bugler, again with a speedy high chassis engine no.

499. The Silverstone snap shows it to be a very purposeful low chassis example. A good nearside shot is on p.38 of "Lagonda Heritage" by Richard Bird. While registration and engine nos. are adjacent it looks so very different from PL 7592.

PL 7593 is a very interesting car in that when Colin acquired it c.1961 it was registered EUT 573 and is shown as such in the 1962 Register. Colin's research revealed its original number to be PL 7593 and he was helped by Arnold to get Swansea to allow this back on the car c.1981.

As mentioned in Arnold's book the identification plate has 2B COMP against "type" and so it was presumably originally supercharged and has the large deep radiator. It may well have had competition use by Mike Couper. It was re-registered in 1948 when the 1927 engine was installed. It is unlikely someone would have taken the time to stamp COMP on the i.d. plate. Intriguingly the car featured in the Feb. 1944 edition of "Motor Sport" p.31 under "Some notes on the 2- Litre Lagonda". The article is comprehensive and full of praise but shows a long winged model, hood up and bearing reg. no.PL 7593. The owner E.J.L Griffith, M.I.E.I. describes how in 1943/4 he "finished completely rebuilding it from a bare frame upwards". So something must have happened between 1944 and 1948 (an accident or frost damage to the original engine?) unless the inspection for the lower tax rate was on the sympathetic side.

History and armchair research aside, what is more important and good to know is that all four cars have survived and are used and enjoyed today thanks to the Club, the original Register, the owners who kept faith in car and country in the 1940s and, of course, the Lagonda company who produced such good motor cars.

Maybe there are other contrasting Two Litres or possibly M45s out there...

Letters

Dear Ken
Lagondas in Books

I have just been reading a fascinating book "Wing Leader" by Group Captain Johnnie Johnson, which has an interesting reference to Lagondas. In March 1944 he was posted from Uxbridge to RAF Digby in Lincolnshire and wrote: "I had sold the little Morris and bought a splendid Lagonda sports car from Ken Holden. During the winter months it had been thoroughly overhauled by the makers and was in perfect condition. (Ken Holden was another pilot in the squadron).

He describes how, "The three of us - Varley, the Labrador and I - wedged ourselves into the front seat of the Lagonda and set out for Digby and the Canadians."

Later, he wrote: "On some evenings when the work was over we filled the Lagonda with Canadians, dined in some pleasant country inn and talked nothing but 'shop' as we sipped our pints of ale."

I wonder if this Lagonda still exists, if so, who owns it now, and is the owner aware of the two distinguished fighter pilots who previously drove it?

Yours sincerely

Alan Elliott

Dear Ken,

I have been in correspondence with Bill Inglis in New Zealand about his LG45 saloon and the wonderful connection he has made with the descendants of the original owner. He has agreed that you can publish in the magazine, so I enclose copies of the prewar pictures and a copy of his December 2007 letter which gives the background.

In later letters he has explained what the little chromed circles are, next to the

rear lamps. They enable the whole number plate/rear lamps assembly to be detached and fixed to the lid of the boot when left open to carry extra trunks.

Regards,

Arnold Davey

Dear Mr Davey

Greetings from New Zealand, and you may remember that I wrote to you about the history of our newly acquired LG4S saloon, LG12059, a couple of years ago, and after your help I was able to retrieve copies of the factory build sheet and service record.

Just recently I had a pleasant surprise in the form of copies of two family snapshots from 1936 showing part of the car. With the help of the Internet, I made contact with the family of the original owner, a Capt. Reid Walker, of Ruckley Grange, Shifnal, Salop. I enclose copies for your interest. I'm not sure just how much space or time you've got for histories of individual Lagondas, but I thought they were rather good, especially the one showing Reid Walker with a bottle of something good in one hand and a copy of The Field in the other. The photos were taken at Clune Lodge, on the family's Scottish estate at Tomatin, near Inverness. Standing beside him is his uncle Lt Col Dennis Boles (it was his grandson Nick Boles who kindly produced the photos) and the second photo also includes Phyllis, Reid Walker's wife. And it solves a minor mystery for me—the original registration number is clearly visible. When we bought the car, it came with an old leather suitcase in the boot, which is identical to the one in the photo under what might be some fly fishing tackle. It's stretching the laws of probability to think



See 'Letters, opposite page.



that it's the same suitcase, but I won't throw it away!

The car is going well and is getting regular exercise. I do like the torque of the Meadows 4½ on say, a winding country road. As well as other plans, in March we intend to do a three week tour of the South Island in it.

With best wishes to you for Christmas and the New Year,

Sincerely,

Bill Sykes

Noddsdale House
Largs
Ayrshire KA30 8SL

Dear Mr Painter

My wife and I have just received a letter from Mark Yeomans in which he enclosed a complementary copy of the latest Lagonda Club magazine. When you get the chance, please indicate to the members just how much we appreciate this kind thought. It is a memento of a very special and happy occasion and Mark in his article has done justice to that.

My real reason for writing is to congratulate you on the production of a most delightful magazine. There is a story behind all these cars and they are of interest from an historical point of view. What a good thing it is that someone is prepared to put it all together. We are most impressed by both the articles and the photographs and I just wanted to write and tell you so. Thank you so much.

Yours sincerely

Peter M Robertson

Dear Ken

Just a word to thank one of our New Zealand members, LG6 owner Mike

Hormann from Dunedin in New Zealand, who very kindly came to my rescue whilst my wife and I were on tour in our LG45 Rapide in South Island in February.

He managed to arrange an oil change for me out of normal business hours when we were having oil pressure problems. It was in forlorn hope that this might ease my engine's pain and probably did help us complete, just, the 3 week unofficial Bentley Drivers Club Vintage Bentley Tour on which we had been invited.

As the only Lagonda in the 30 car Bentley party, we had to put up with a fair amount of banter but I'm clear we more than held our own - even to the point of organising and presenting The Lagonda Kiwi Golf Trophy at the Millbrook Golf Resort near Queenstown. Diplomatically, we failed to win by one point!

Kind regards,

Sincerely,

Stephen Lewis

Dear Ken,

I thought I would send you the enclosed card, after seeing the "top secret Lagonda" on page 37 of 215.

The French, as usual, pinched the idea and developed the "Velocar", with dual dynamo lighting, rear view mirror and special light-weight fabric covered sporting carrosserie. Top speed or 0 - 60 figures are not recorded, neither is the average consumption of Calvados per 100 kms required to propel the vehicle.

Yours,

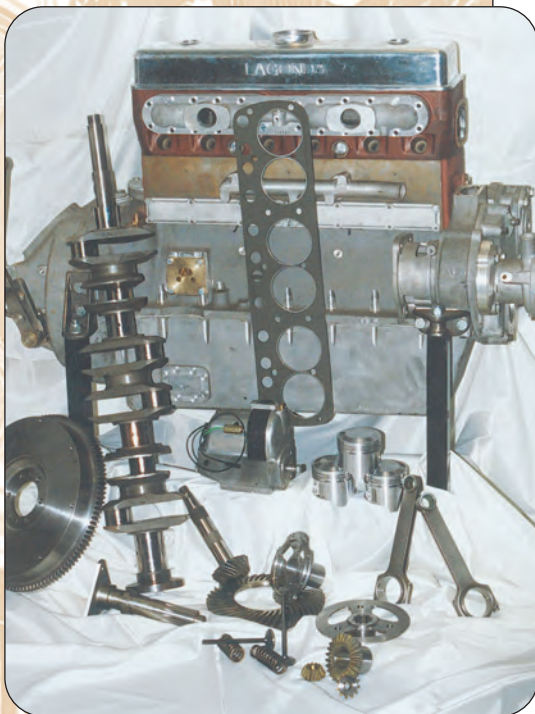
Tom Willcox

See the picture on page 29, it bears an uncanny resemblance to the secret Lagonda! K.P.P.

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