



**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 252 Spring 2017**



## LAGONDA SPECIALIST



With over 40 years experience working on vintage Lagonda automobiles Bishopgray are a true marque specialist.

Now, as part of the Fisher Restoration Group of companies, Bishopgray's admin and customer services will be handled at the Rushock office whilst maintaining our engineering workshop at Aldermaston. This will enhance Bishopgray's unmatched engineering skills and depth of knowledge of pre-war Lagondas with a focus on responsiveness and communication to improve the customer experience - phone lines manned all day and emails answered within 24 hrs.

**Full/partial restoration, Rally preparation, 'Recreations'**  
**Regular/annual servicing, Engine rebuild**

**Tel: 01299 251628** | E: [info@bishopgray.com](mailto:info@bishopgray.com)  
W: [www.bishopgray.com](http://www.bishopgray.com)

Rushock Trading Estate, Rushock, Worcestershire. WR9 0NR  
Court Farm, Rag Hill, Aldermaston, Berkshire. RG7 4NT



## The Lagonda Magazine

e-mail: lagclub@tiscali.co.uk · Web Site: <http://www.lagonda-club.com/>

---

### LAGONDA CLUB LIST OF OFFICERS 2017

**President:** D. R. Hine

**Vice Presidents:**

A. Davey, A. W. May

**Chairman:**

John Sword,  
Chivel, Chipping Norton,  
Oxfordshire, OX7 5TR  
Tel: 01608 683227 · Mob: 07795 480031  
e-mail: j.sword@hotmail.com

**Company Secretary:**

Tim Ludbrook,  
20 Arkwright Road, Hampstead,  
London NW3 6BG  
Mob: 07770 852289  
e-mail: tvjludbrook@gmail.com

**Membership Secretary:**

Colin Bugler,  
Wintney House, London Road, Hartley Wintney,  
Hants, RG27 8RN  
Tel: 01252 845451  
e-mail: admin@lagondaclub.com

**Vice-President & Registrar:**

Arnold Davey,  
86 The Walk, Potters Bar,  
Herts, EN6 1QF  
Tel/Fax: 01707 651302 · Mob: 07773 681556

**Editor:**

Roger Seabrook,  
Haslemore, Old Dashwood Hill,  
Studley Green, High Wycombe,  
Buckinghamshire, HP14 3XD  
Tel: 01494 482379  
Mob: 07887 635290  
e-mail: warrington74@live.co.uk

**Hon Treasurer:**

Brian Green,  
The Coach House, Long Lane,  
Haughton, Tarporley,  
Cheshire, CW6 9RN  
Tel: 01829 261522 · Mob: 07969 450078  
e-mail: brianjohnngreen@btinternet.com

**E-Communications:**

Christopher Hobbs,  
Church Cottage, Church Hill,  
White Waltham,  
Berks SL6 3JH  
Tel/Fax: 01628 825246 · Mob: 07775 847811  
e-mail: christopher.hobbs@chco.co.uk

**Competition Secretary:**

Richard Reay-Smith,  
Hollyhurst, Godolphin Road, Weybridge,  
Surrey, KT13 0PU  
Tel: 01932 830366  
e-mail: rpmrs@hotmail.com

**Post-War Cars Secretary:**

Peter Gilkes,  
61 Horton View, Banbury,  
Oxon OX16 9HW  
Tel: 01295 269897  
e-mail: pete@gilkes-surveying.fsnet.co.uk

**Minutes Secretary:**

Ken Painter,  
Church Farm Cottage,  
The Street, Rickingham, Diss, IP22 1EQ  
Tel: 01379 890653  
e-mail: kenpainter@talktalk.net

**Trophies Officer:**

Martin Sumner,  
Silver Birches, Sudbury,  
Suffolk CO10 8HP  
Tel: 01787 277729 · Mob: 07748 988338  
e-mail: mjsumner@silverbirches.co

**The Spares Service:**

Robin Cooke, Lagonda Spares,  
Johnson's Farm, Carlton, Saxmundham,  
Suffolk IP17 2QW  
Tel: 01728 604040 · Fax: 01728 604570  
e-mail: spares@lagonda-club.com

**The Lagonda Shop:**

Denise and Martin Bugler  
Garden Cottage, Walhurst Manor, Picts Lane,  
Cowfold, West Sussex, RH13 8AW  
Tel: 01403 865442 · Mob: 07770 270601  
e-mail: shop@lagonda-club.com

Contributions do not necessarily represent the views of the Board of Directors, nor of the Editor and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered. Acceptance of an advertisement for publication in "The Lagonda" does not imply endorsement of the product or service by the Board.



## Overseas Representatives:

### USA and Canada:

Buddy Wood-Miller,  
P.O. Box 403, 516 N. Hill Road,  
Old Lyme, CT 06371, USA  
Tel: 001 860 449 8019  
Mob: 001 960 868 8092  
email: lgondra@aol.com

### Netherlands, Belgium and Luxembourg:

Herman Arentsen,  
Logtsestraat 3, 6675 NB Valburg,  
The Netherlands  
Tel: (+31) 488 431291  
Mob: (+31) (0) 651 427163

### Switzerland:

Franz Hatebur-Mani,  
Villa Montana, Höhweg 1h, CH 3700 Spiez  
Switzerland  
Tel: 0041 33 243 3879  
Mob: 0041 798163786  
Fax: 0041 33 243 0607  
email: fhatebur@bluewin.ch

### Australia:

Peter Henson,  
165 Mountain Top Road  
Georgica, 2480 NSW,  
Tel: +61 2 66888 144  
email: octane1@bigpond.com

### Germany:

Eckhard Fabricius,  
Franklinstr. 53, D-40479, Düsseldorf, Germany  
Tel: +49 211 626767  
email: fabricius@fabricius.de

## UK Area Representatives:

### Anglia:

John Stoneman.  
Tel: 01353 649494 · Mob: 07850 218518  
email: john.stoneman@btinternet.com

### Midlands (East):

Harry Taylor.  
Tel: 01159 830363 · Mob: 07901 846672  
email: hta108@aol.com

### Midlands (West):

Robin Balmain.  
Tel: 01531 640166 · Mob: 07816 668065  
Fax: 01531 640167  
email: jenniferbalmain@btinternet.com

### Kent:

Adrian Lead.  
Tel: 01304 614690 · Fax: 01304 368726  
email: a.lead@btinternet.com

### North:

Tim Gresty.  
Tel: 01260 291830 · Mob: 07989 583124  
email: timgresty@cognitio.co.uk

### Northern Ireland:

Peter Walby.  
Tel: 028 9066 5610 · Mob: 07767 271851  
email: pursang@doctors.org.uk

### Scotland:

Alastair Gunn.  
Tel: 0131 4412279 · Mob: 07913 677339  
email: alastair.gunn@hotmail.co.uk

### South West:

Nigel Paterson. Tel: 01460 258844  
email: nigelandkathypaterson@btinternet.com

### Surrey, Sussex & Hants:

Michael Drakeford.  
Tel: 01903 872197 · Mob: 07932 565830  
email: michaelwdrakeford@hotmail.com

### Yorkshire:

Ian North. Tel: 01482 897105  
email: iannorth44@gmail.com

**FRONT COVER:** Nick Bell's 12/24 Model R. A rare car these days

## Contents

From the Driving Seat .....	5
Land of the Long White Cloud.....	6
The Bishop Steering Box.....	13
The trials and tribulations of Lagonda 12/24 ownership .....	18
Lagonda History in Western Australia Part 2.....	27
Lagonda Finances.....	34
Something different.....	38
Letters & emails.....	40 & 42
DB Lagonda advertisement.....	41

# From the Driving Seat

*Roger Seabrook*

We had a most enjoyable weekend in Suffolk, attending the 40th Suffolk Dinner, put together by Mike and Ann Pilgrim. This is the last one they are organising - the baton passes to Colin Mallett for next year. The weather was sunny and quite warm, and the turnout was high. Everyone agreed what a magnificent job Mike & Ann had done over so many years. There will be a report in the next magazine.

Following the mention of the 3 litre IOE engine in the last magazine, I had an interesting email from Brian Stevens, who has long been involved with 3 litre Lagondas -

*"Some people don't believe in coincidence; favouring the view that all events are preordained. Consequently your latest editorial spooked me somewhat as I am both the current custodian of the Ricardo project and the author of a paper on its hitherto mysterious history (based on original research down at Shoreham) that I was just about to send to you for publication in the Magazine!" -*

Brian has sent me the details and I will include these in a future edition, along with some pictures of this unique engine.

Work has continued on the 2 litre, with new camshafts and exhaust manifold installed, plus improved

oil sealing for the steering box. The Marles box is very good, but ours has always leaked, despite various attempts with O rings and cork gaskets. Hopefully a modern lipped oil seal will finally cure it. I decided to strip the front springs and clean and lubricate them. Last time I did this was years ago, and then I wrapped them in Denso tape before putting back the leather gaiters. The springs had kept fairly clean, but one of the middle leaves on the offside spring had cracked. At one time Woodheads in Chesham would have made me a new leaf, and re-tempered the others. They closed some years ago, and I was concerned that I would have to travel a long way to get a replacement, as the correct steel dimension is hard to get nowadays. Fortunately Brost Forge in Holloway came to the rescue (the owner was happy for me to deal with him from his home in Northolt). They made me two new top leaves for the rear springs as well as a replacement for the broken leaf - all done in about 10 days.

Hopefully I will have the car running in the next few days, ready for the Northern Tour in May. I am looking forward to driving it again, now that Spring is here. Hope to meet many of you out and about this year. ■

***Last date for copy for the Summer magazine is  
... FRIDAY 23<sup>rd</sup> June 2017 ...***

# Land of the Long White Cloud

*By Martin Mountfort*

WAY BACK IN late 2015 in the Lagonda Club newsletter there was an invitation to join a six-week Bentley Club rally in New Zealand. We signed up for this and gradually started to make preparations. The car needed to be in good condition and some thought was required to select worthwhile tools and spare parts to carry, pack a case to go in the car. An MOT was carried out which led to some work on the brakes.

We were warned that the car needed to be scrupulously clean for entry into New Zealand. Their fear is contamination from foreign agriculture. In the event that the port inspectors were dis-satisfied, they would steam clean the car. In October I jacked the Rapier up on my drive and with a stiff hand brush and buckets of water scrubbed the entire underside of the car. On the advice of the organisers the radiator was also cleaned as far as possible to remove seeds and dead insects.

On November 2nd I drove the Rapier down to Southampton, and fortune smiled on me - it didn't rain. The following morning I drove her into the NYK container to share space with a W.O.Bentley. At the port I saw the other three Lagondas that were on the trip. These were Mike Heins (2 litre), Andrew Gregg (M45) and Nick Channing (Rapide). Also at the port were a number of Bentleys. My Rapier went on an NYK ship as far as Singapore, and then another to Auckland. To some extent I was able to track her position by means of a

"Vessel Seeker" app although there were periods when the ships did not transmit their position.

At Christchurch the cars were to be driven out of the containers and taken by others for "Warrant of Fitness" tests in Christchurch. To facilitate this we had had to write starting plans for our cars.

In the event the cars arrived in New Zealand on December 28th, well in advance of us on January 23rd. As soon as I found our Christchurch hotel car park an American Bentley driver called Spencer Silverbach (I liked the name) ran me to the car storage place in his smart 1934 Derby Bentley - same year as my Rapier.

The Rapier was clean, dry and started straight away - I wonder if a "Guardian Angel" went around and started all the cars the day before in readiness for our arrival. The New Zealand Registration Sticker and Warrant of Fitness Certificate (which would gradually be dissolved by rainwater on the trip) were on the windscreen. Although the car still had her own plates on (BGH798) her New Zealand Registration was VGH798. By the end of the trip many of the drivers had come to the conclusion that toll road number plate readers weren't clocking us. The suitcase and clothing packed in the car did have a slightly damp or shippy smell.

There were 19 Bentleys and 4 Lagondas in our rally. Almost the first people I met in the hotel were Mike Heins and Hazel Rowlands who would prove to be good friends



*Mike Heins 2 litre with a Fox Moth biplane in the background*



*Lagondas at Hawkes Bay Vintage Car Club*

to me throughout the trip. I rode in Mike's 2 litre the next day to Akaroa. Some of the journey is by the sea and very windy and then before Akaroa it becomes very steep; I am impressed by Mike's very slick and seamless gear changes. The first significant trip out for the Rapier was to the private car collection of Gavin Bain, an evening barbecue had been laid on here by the New Zealand Bentley Club.

I then had Ken Painter with me for a couple of weeks. We left the Christchurch hotel on January 26th and travelled south, staying at Tekapo and Dunedin. The journey from Tekapo to Dunedin is 235 miles. On this stage there was an option to cover part of the journey on an unsealed road (a loose surface). Some of the Bentleys took this route - they said it was spectacular scenery but very dusty. We did not have air filters on our engines so we took the sealed route (metalled surface).

At Dunedin we went on a boat trip and saw Albatross, Little Blue Penguins and Dolphins who swam about the bow of the boat. Our worst rainfall was at Invercargill, - I left raising the hood up too late, because I was following Mike, and we got wet. Invercargill has loads of motoring heritage such as The Richardson Truck Museum, the Motor Cycle Mecca and, of special interest, the Hayes Hardware Store. This large hardware/do-it-yourself shop has a variety of interesting exhibits tucked away amongst tools, paint and nails. The actual 'Fastest Indian' is there with other Bert Munro memorabilia. We drove south of Invercargill to Bluff, the most southern point of New Zealand.

A recurring feature of New Zealand is the steep hills. At the beginning of

the trip I was a bit worried by the long periods that my Rapier was buzzing away in second gear. I often got caught in the trap where, when I changed into third she slowed down and I had to go back to second. But if I didn't watch the rev counter, the revs went up over 4,000 in second. I had to just throttle back slightly and wait till the hill levelled a bit - the Bentleys just seemed to fly up!

In Invercargill we visited the home of Bruce Berg who is looking after the Rapier of the late Alastair Mackintosh. The car is in immaculate but rather modified condition, and is for sale (details from the author).

Each evening a printed sheet of paper appeared under our door, this was from Tony Haycock our tour organiser in NZ who warned us of meeting times for group events, long distances without petrol pumps, and good places to stop. We got used to our little letters each evening and looked forward to them.

After Invercargill we drove north through Manderville where there is an aeroplane museum. For just 150 NZ\$ I took a flight in a Tiger Moth. We seemed to pick up lots of tips from locals in New Zealand, a couple at the aerodrome told us about yet another private collection just up the road - they phoned them and said we could turn up. In all I think we visited five, and there were others I didn't attend. One of them even had their house open for us to go round - it was a 1940s wooden bungalow with all period furniture and fittings.

We continued west to Te Anau and it was raining again. The next day we walked to an agricultural museum and met Alastair, who is one of the museum voluntary staff. He made



us coffee and we chatted. Alastair had experienced in his life two earth tremors. After our chat Alastair ran us back to our hotel in his Ute - New Zealanders are like that.

During the trip we met about five New Zealanders who have felt tremors or quakes - our New Zealand end tour organiser, Tony Haycock, was actually injured in an earthquake. I found out that Tony was that "Guardian Angel" who started the cars and drove them out of the containers at Christchurch.

At Queenstown Ken Painter caught an early morning bus and returned to Christchurch and his daughter for a few days, before he went home to England. His journey would take all day.

We continued our tour north through Wanaka, Franz Josef Glacier, Greymouth and Nelson. There is evidence in this region of the 19th century gold rush. I went on a walk through forest behind the top of the Skyliner ski lift in Queenstown and came to a beautiful open valley. An information board said that in the next valley there were two abandoned villages left from the gold mining days. An early shepherd named this area Ben Lomond. The villages are inaccessible by road but there is an old track which was made by the gold miners. I was tempted by the mystery of unoccupied abandoned villages and the beauty of the area and considered a walk there. Eventually common sense prevailed, I am a frail old man not carrying any food or drink and I hadn't told anyone where I was going!

The drive from Greymouth to Nelson is 193 miles. We were warned of long periods without petrol stations. Although my Rapier is the most economical car on the rally I seemed to need to fill up more frequently than

others, and had a couple of close shaves where I had to use a reserve petrol can bought by Ken back in Tekapo. The Bentleys have big tanks and Mike's 2 litre seems to last for ages before fill ups.

From Nelson we drove to Blenheim and then to Picton and the ferry to North Island. We just passed through Wellington. After the deserted roads of South Island we were suddenly confronted with a busy dual carriageway before a stop at the massive Len Southward car museum.

Our next hotel was at Wanganui where there are two more private collections. After the Southward Museum these seemed much more interesting, where you could meet the owners and they run their cars. At Wanganui we had a trip and dinner on a 19th century paddle steamer, which was built at Poplar (UK), which is only 20 miles from my home. While we were on the steamer our cars were guarded by Ed Boyd and his friend Ian, the owners of one of the private collections we had enjoyed during the day.

Next day Mike, Hazel and I went for lunch at the lovely home, near Sanson, of Jurriaan de Groot and his wife Michelle. They met when he was a medical student and she was touring in England on her motorcycle, including a trip to the Isle of Man TT. Jurriaan is a fellow Rapier owner and would be riding with me to Napier for the Annual Art Deco celebration. Their bungalow is set on the very top of a little hill. NZ has a very incongruous landscape. The terrain around Sanson is very fertile and flat enough for arable farming but there are all these steep little hills mixed in at random points. Jurriaan is one of those who had felt



*Rapier and 2 litre from England, at Sawmill Town*



*Art Deco ladies with Martin Mountfort's Rapier*

earth tremors.

We drove to Napier via the Manawatu Gorge. We attended a briefing about the Art Deco events of which there were many, some laid on by the Hawke Bay Vintage Car Club. I met David Brock Jest who was on the NZ rally five years ago and has since emigrated there.

Napier was destroyed by an earthquake in 1931 and rapidly rebuilt in the Art Deco style. The first rescuers were a New Zealand Navy crew from a warship called the "Veronica". The bell of the Veronica is still kept and rung annually at the Art Deco Festival. Napier was buzzing with activity, people in 1930s clothing, pre-war cars everywhere and bands in the streets. On Saturday there was a procession of cars through the town headed by the Bentley Club rally participants. For this procession and the preceding road run I was accompanied by 16 year old Imogen, a family friend of Jurriaan and Michelle. Rain had started and intensified as the procession began. The spectators, all in Art Deco costume, were about five deep at each side of the street. Afterwards we gathered at The Sound Shell band area on the sea front. Only then did I realise the petrol gauge was on empty. It would have been embarrassing to run out of fuel. Sadly the rain persisted for most of the day. A posh event was held on Sunday where people dressed again in Art Deco costume and set up the most spectacular picnics possible. Fox furs (or Foxeys) worn about the neck, still with head and feet, were very popular. On close inspection I realised that the head and feet had been fabricated by clever needlework. The weekend was concluded with a dinner at the Hawkes Bay Mission Vineyard. Michelle ran

us all there in her powerful Holden modern. David Webster, a Bentley driver, who plays the violin very well, serenaded us.

Our journey continued with stopovers at Lake Taupo, Rotorua, Tauranga and Takapuna. On a journey of this length laundry requires consideration. Most hotels have a room with washing machine and dryer but they both take 40 minutes and other people are waiting to use them. At Lake Taupo I resorted to doing washing on the morning that we left. It seemed to be one of the only times when the machines were free.

The next hotel was at Paihia, which is on the opposite side of a body of water to Russell Island, which was the first capital of New Zealand. Russell Island was known as "The Hell Hole of The Pacific" in the early 19th century when it was frequented by whalers, escaped convicts and was full of grog shops and whorehouses. A treaty with the Maoris, which was later disputed, was also struck at Russell Island. On a free day I rode there via a ferry in the back of an open Derby Bentley, on the way experiencing about 7 miles of unsealed road.

We continued to Taipa Bay and a hotel against a lovely beach. There was a big gathering of us in the bar to watch an NZ 1 television programme about ourselves. The TV crew had spent a whole day filming and interviewing, but the funniest and predominant part of the programme was a vocal imitation that Cedric Cook made of a Bentley engine.

Things were starting to look slightly tropical with more Palm trees.

Next day, true to form, Mike Heins was mending a Bentley, tightening the coupling between the back of the

camshaft and the large dynamo behind the dash. Some German and Swiss vintage cars are kept and maintained in England because, in their countries, vintage cars can only do a limited mileage. The worst problem fixed by Mike Heins and Spencer Silverbach was when a driver's seat broke loose. It had only been secured with wood screws into the plywood floor! These they replaced with nuts and bolts.

We took a coach trip to Reinga, the most northerly point in New Zealand and also the dividing line between the Pacific Ocean and the Tasman Sea. On the return journey the coach used, at full speed, part of the 90 mile beach as the route. I realised then why we didn't take our cars. The driver told us that vehicles had been floated away when they had started the drive without taking the tide into account.

Our next stage was 250 miles, all the way back south to Auckland, and a farewell dinner with dancing and

speeches. On the sad final morning we made our last short drive to the shipper, quite nerve wracking really. What would happen if anything went wrong on this journey and my lovely little Rapier got separated from the container group?

At the shipper we were not permitted to drive our own cars into the containers because of health and safety. Also, we were supposed to be nearly empty of petrol. I had put some in but I bet my Guardian Angel didn't have it drained out. The containers went onto a Maersk ship at Auckland and would be transferred to another ship at Singapore.

My Rapier did over 3,300 miles and she used 5 litres of oil. The oil in the sump is very black and the brakes need adjusting up. She should be back at Southampton by May 1st.

Very special thanks to Cedric Cook the UK organiser of this excellent well organised rally. ■



**PAUL ROGERS ENGINEERING**

**PRE-WAR MOTOR ENGINEERS**  
Specialists in engine building, tuning and full restorations

**LAGONDA**

**IN-HOUSE BESPOKE MACHINING FOR HAND-BUILT CARS**

VISIT OUR WEBSITE FOR DETAILS OF OUR WORK OR GET IN TOUCH  
TO DISCUSS YOUR HOW WE CAN HELP OR TO ARRANGE A VISIT TO THE WORKSHOP.

**PAUL ROGERS ENGINEERING | Odiham, Hants RG29 1JE**  
5 miles from J5, M3 | 01256 862 120  
paul@paulrogersengineering.co.uk | www.paulrogersengineering.co.uk



# The Bishop Steering Box

## *A technical musing by Brian Savill*

OVER THE YEARS I have received many phone calls and visits from members to seek advice on how to do this or that to their 16/80. Most are asking similar questions so I thought that it would be useful to set out my views and the way I tackle these issues. Over the years I have developed my methods through a process of trial and error and by making quite a few mistakes along the way. This has helped me arrive at what I believe, is the best way to tackle the problems and I am only too happy to share the results of my labours. Within the Club there is an active 16/80 information sharing system, but many unfortunate non-16/80 owners have asked if the articles could be shared with the wider Club. I have written 21 "Technical Musings" recently, many of which would be applicable to non-16/80s, and over the coming editions of the Magazine these will be published as space allows. I hope you find them of use.

### **Steering set up**

**The Vintage Lagonda Handbook** is, in my opinion, good advice but, there are some things I disagree with and those will become plain in the following. In this note I will only be referring to a car with a Bishop cam model Z90 steering gear as fitted to 16/80, 2 litre and 3 Litre cars.

It is assumed that your kingpins and steering swivel joints are all in good order and set up correctly and there is no play in the steering arm joint. With the drop arm removed and the drag link removed jack up the front beam axle and test the full lock left and

right by pulling the wheels out and in. Are the lock stops on the stub axle forgings in place and correct? These are there so that, on full-lock, the tyre or the wing does not touch other parts of the car.

**To inspect and check the steering box.** Drain out the oil.

Disconnect the two wires in the centre tube at the end of the steering box - these connections are normally found under the chassis cover plate and are fixed or lay inside the chassis rail.

Remove the horn push switch, pulling out the wires at the same time. Now you will see three slotted countersunk screws - remove with care as, if lost, they are hard to replace. This cover can now be removed.

The advance and retard adjuster and its tube can now be pulled out. The gland nut will need to be released at the rear end of the box, plus a little tap on the tube end that is just past the bottom end so as to release the brass coned ferrule.



The ferrule is there to stop oil leaking out! Take care as the tube could

be oily. Don't try it with the hood frame up (or should that be down?) - because of its length it will come up against the cover, so you would have to cut a hole in your double duck! With a saloon I found it best to remove the front seat and lower the steering shaft, to obtain the necessary clearance. Next, remove the pinch bolt and nut from under the boss and pull the steering wheel off its shaft - take care to catch the key that should be on the opposite side to the pinch bolt.

Now we start the investigation. On the end of the main or outer tube there is a cover. This is hard to grip, so take care as it is of a thin section and has a very fine thread. Under this should be a felt ring that helps retain the oil in the bearing that is beneath it. Now is the time to observe the bearing as you rotate the tube the steering wheel was attached to. You may decide to replace it - the bearing not the tube!

Under the dash there is a clamp that holds the steering column in your preferred setting. Mark or measure its position and then remove the four bolts that hold the top clamp of the steering bracket. Now you should be able to remove the box and its column, but not with the footboards in place. Now that we have it on the bench it is time to check and maybe repair it and observe its action.

Refer to Page 40 of the Vintage Lagonda Handbook to check and rebuild the box. The manufacturers recommend SAE90 oil. Some use a thick grease type of oil, but this is not correct. It neither stops leaks nor does it lubricate correctly. If it is an original box listed by the manufacturer as model Z90, a felt oil seal will not be there. Those with a seal are Z408 boxes and were fitted to later 4½ Litre

cars. So now is the time to consider a modification with a modern lip type oil seal.

Now we have a serviced box that turns over smoothly and is devoid of end float.

Next comes the odd bits (or is that funny information) where you may say 'That can't be right' or 'They must have made an error'!

1) The wheels turn more to the right than the left, or at least they do on my cycle-winged tourer. The restriction is because the wing gets very close to the brake rods, and could touch when on full lock and the road spring is depressed.

2) The peg is not a close fit in the scroll groove - as designed the groove gets progressively wider the further it radiates from the centre.



The scroll is not an even spiral. It moves in one direction in an ever-increasing spiral, and vice versa in the opposite direction.

3) With the actuating arm set in its central position (this is the one with the peg that follows the spiral, see photo above) the key slot to locate the steering wheel will be at the top of the tube:

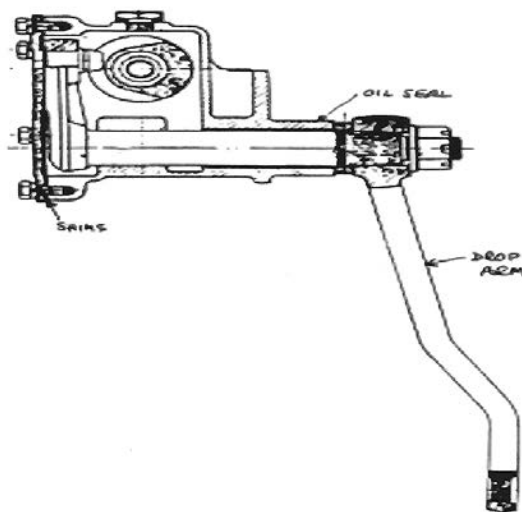
a) When the steering tube is turned in a clockwise direction for one turn (i.e. turn right), the peg moves clockwise circa 32mm.

b) When the steering is turned in an anticlockwise direction as far as it will go (i.e. turn left), the peg moves anticlockwise circa 28mm. The drop arm swings back (i.e. clockwise) and so produces a left turn.

4) The drop arm has an effective length of 220mm. The drag link moves forward 85mm to turn the wheel from straight ahead to full left turn, but to turn right it moves back 100mm.

5) The 30 degree inclusive angle spiral slot is the same angle as the peg but, as previously noted, the width of the groove gets progressively wider in both directions as it spirals from the centre.

6) Look at the drawing of the box, notice that the peg is not in line with the diametric centre of the scroll; in fact it is 0.25" above the centre line. In this position, when the peg arm is central, the peg is not in contact with the groove so free play will be there. Note this is not the centre of the available steering wheel rotation, but is with the key slot in the tube at the correct position for fitting the steering wheel and the peg arm in line with the centre of the aperture. Additional free play when completely assembled, is due to the position of the kidney shaped contact section on the back plate being held away from the peg arm by shims between the back plate and the body.



This gives slight free play when the car is running straight and true, allowing for a relaxing drive.

The shim packing between the box and the cover plate is normally circa 0.015". Bishop Cam followed a commonly used principle that a number of thin shims between two faces makes an oil tight joint. Normally they used 0.003" shims. But sometimes one can find a 0.004", so what is best? If a number of 0.003" are used, say 5 off, and the assembly is too tight, substituting a 0.004" for a 0.003" will ease it. However oil sealing would be improved using 2 off 0.002" shims. I am sure you can work it out that with a combination of 3, 4 and 2 thou shims a box-to-cover fit can be adjusted in 0.001" increments. The Club's Spares Section has had 0.002" and 0.004" brass shims made, so salvation is at hand, so to speak.

Why is it designed this way? Turning the steering wheel forces one side of the scroll groove into contact with the peg and moves the peg arm away from the centre, but the action of the angle in the groove and that of the peg has the effect of lifting the arm away and up from the groove, forcing it against the back plate cover. The progressive widening of the groove is to ensure that the peg stays in contact with it and therefore transmits rotation of the output shaft and drop arm, but does not jam the peg arm against the cover. In fact there is more and more free play as the peg gets further from its central position but it is not felt as you are holding it against one side of the groove so as check the self-centring action. I bet you didn't think it was that simple!

#### **What are the final goals:**

- To have smooth action
- Freedom from constant steering wheel movement when travelling straight ahead on a good road
- To have a smooth box that has no tight spots and has the steering wheel in the correct position, with only a slight amount of free play when the car is travelling straight ahead; free play at this point is desirable.
- Free play? Yes, if the suspension and steering geometry is set up correctly. When travelling straight ahead on a reasonable road the castor setting plus the toe in and camber angle will hold the desired path with slight undulations being within the designed amount of free play, and reactive steering wheel movement not required by the driver.

#### **Set up.**

Having cleaned everything, and being satisfied with all the bearings, re-assemble and ensure you have oiled all parts. With the steering tube aligned for the orientation of the steering wheel, assemble the shaft with its swivel arm in a position where the peg drops in without moving the scroll.

With about 0.015" combined thickness of packing, as a starting point, between the rim of the plate and the wall of the body bolt on the plate, having oiled the contact faces of the arm and the inner face of the cover.

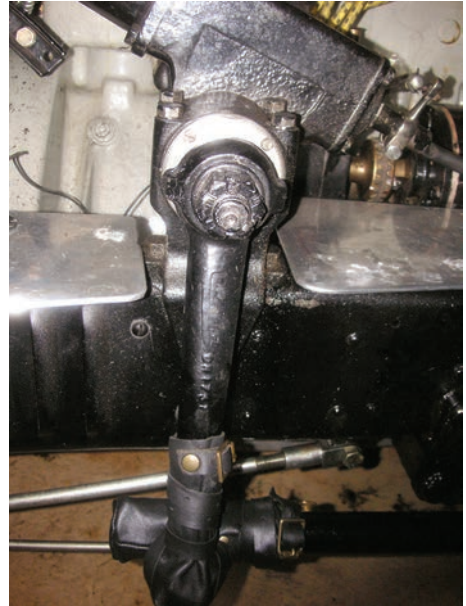




Turn the tube round in both directions. If it jams you will require additional shims, but if it just has a kissing point a little way from the central position it will be OK. The judgment is up to you and there is no quick or easy solution. A little tip - if you put a stud in the centre bolt hole top and bottom, it helps in the assembly of the shims, then you can put the plate on before you remove these studs.

Replace the box in the car, and then put the drop arm on in a vertical position, (i.e. hanging straight down). Ensure that the offside wheel is in the straight-ahead position, and connect the drag link without moving the drop arm (and therefore the steering wheel, or the road wheels). You will probably have to adjust the cup pads and/or springs and any washers. But do not induce any free play that could be there when under pressure - we do not want shimmy do we?

Please note I did not say it would be easy. ■





[www.longstone.com](http://www.longstone.com) +44(0)1302 711123

**LUCAS**



**Firestone**

**Lagonda 525X21 tyres range:**

Lucas £119 Dunlop £185 Firestone £158 (+VAT)





# The Trials and Tribulations of Lagonda 12/24 Ownership

## Nick Bell explains

WHEN ASKED BY Roger Seabrook to write an article about my 1926 Lagonda 12/24 Model “R” All Weather Saloon I thought that no one would be interested, but he persuaded me otherwise so here goes. I make no apologies for upsetting or offending any potential owners; these are simply my own experiences and opinions.

According to a contemporary sales brochure *“The Model R combines all the advantages of an open touring car with the comfort of a saloon, and will especially appeal to the motorist who desires a car which can be instantly adapted to suit the particular need of the moment. Without the least effort the hood may be raised or lowered by one person. The frameless glass windows running in felt lined channels are operated by winding regulators, and when lowered are contained in the four wide doors.”*

Priced at £365 it was only £5 less than the saloon, but considerably more than the basic Model LC which was the 4-seat tourer model at £295.

So, that was an appraisal of the car, albeit somewhat biased as it came straight from a contemporary sales brochure. My expectations were sky high.

I was looking for something different to participate in the Light Car and Edwardian Section of the VSCC’s excellent and light-hearted events. This ‘light car’ sort of fulfilled the criteria, as defined by Jeremy Collins, co-founder of the LC&ES: ‘A small to medium-sized car with an engine of less than 1500cc with modest performance.’

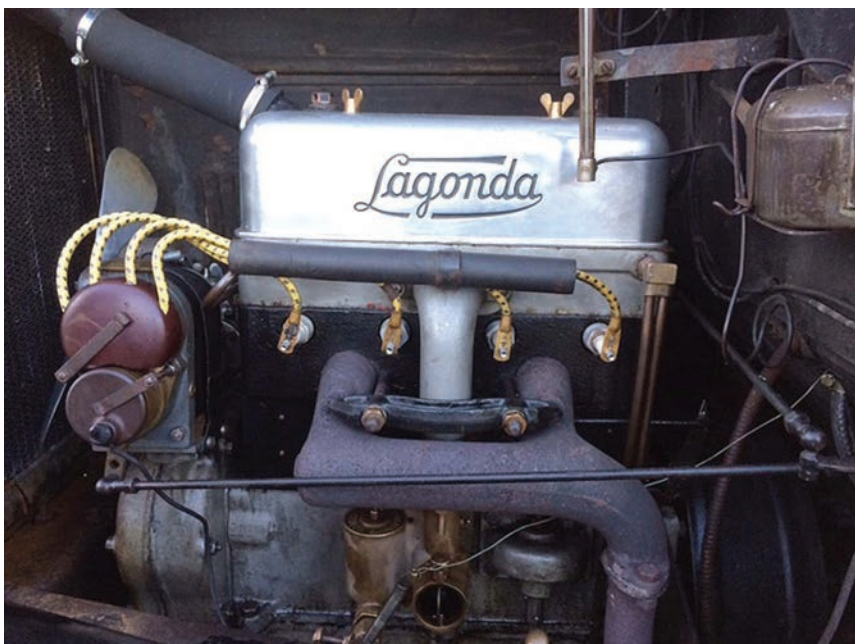
Since owning this car, I think I identify more with an alternative definition of a light car that someone (another, early Lagonda owner who shall remain anonymous, but whose car remains in pieces) postulated: ‘A light car is designed not to give its owner any pleasure whatsoever!’

My Lagonda 12/24 was first registered on 31st May 1926 to a Miss Winifred Toynbee of North Hinksey, Oxford, which happens to be a village about three miles from where I have lived for over 30 years. It bears the registration number WL 627, WL being an Oxford number. Known as ‘Freda’, Ms. Toynbee came from the well-known family Toynbees, and was a relation of the historian Arnold Toynbee and of the Guardian journalist Polly Toynbee. She was herself a vigorous do-gooder in these parts: an obituary in the Oxford Times described her as a “well-known spinster” who “spent her life helping others, as a councillor, social worker and friend trying to do something good”.

The little Lagonda must have been a familiar sight round here as she went about her errands, and administering to her social work. She kept the car for 34 years, during which time she founded a home for “friendless girls” on the Woodstock Road. In 1960, when she was nearly 80, she gave up the Lagonda. It then passed to a Mr. Robin Cloke of Goring Heath, Oxfordshire, who kept the car for 20 years or so. Over the next twelve years it had six owners and moved about the South of England living in Dorset, Berkshire,



*The 12/24 with the hood furred*



*Under-bonnet nearside showing the neat inlet valve cover*

Hertfordshire, Gloucester and finally Croydon.

The V5 states that the car's first date of first registration was 18th September 1992, which is clearly inaccurate, and probably relates to the date that the car retrieved its original registration, presumably having been off the road for a number of years and not taxed. Correspondence on file indicated that Michael Worthington-Williams had been engaged to retrieve the registration around this time. Indeed, Bill Symonds bought the car at the Sothebys Hendon Air Museum sale in March 1992, when Mike was still working at Sothebys so the dates would fit. Sadly Mr. Symonds passed away and Jeremy Oates acquired the car in a parlous state with a seized engine from his widow in 1998, having been persuaded to rescue it by the late Herb Schofield. He rebuilt the engine and got the car running after a fashion and then he sold it to *The Automobile* magazine in 2004, because he had no further use for it, having another functioning 12/24.

I ended up acquiring the car in the summer of 2013, sort of by mistake. My son Matthew Bell is a journalist who writes for *The Automobile*, which keeps a stable of 'oily rag' cars. When he started writing for them in 2011, the one he coveted the most was the Lagonda, and he had indicated to his editor that, should it ever come up for sale, he would be interested. When, in 2013, the magazine decided to refine their collection, the opportunity to buy the car arose. Matthew had by then acquired a 1926 AC Royal, and felt he couldn't justify taking on another underpowered light-car from that vintage. However, knowing my weakness for original, unmolested cars, he started campaigning me to at

least take a look at it.

Once I had seen the car and driven it, I convinced myself that this was a car that would reward its new owner with plenty of interesting experiences and challenges, partly because of its wonderful lived-in appearance, and partly due to a number of unusual mechanical features, such as chassis-less construction, the interesting i.o.e configured engine and rather eccentric remote control gate configuration, not to mention the first ever 'fly-off' handbrake which is a feature of all later Lagondas.

I had already done a little research and I was aware that scintillating performance was not one of the Lagonda's hallmarks, however I wasn't quite prepared for the snail-like pace displayed on the test run. When compared to an Austin Seven of similar vintage, it is not hard to see why the little jewel from Longbridge was such a runaway success.

I had also read Hamish Moffat's account of his epic voyage in a similar car and figured that the basic design was good enough, and although I wouldn't be emulating his achievements, at least I would be able to participate in events without resorting to a trailer.

I was prepared to give this car the benefit of doubt as it was clear that it had not been used much in the recent past and it needed a committed owner to really get to grips with it. The two previous owners had both lavished money and mechanical input into its upkeep, however neither had used the car regularly enough to iron out all its snags. I attributed the sluggish starter motor down to a half-charged battery and as the car started readily with a push (more of that later!), I could see some potential in forming a sort of love/



hate relationship with the old girl.

There was evidence in the accompanying paperwork of a complete engine rebuild, a comprehensive re-wire, magneto rebuild, five brand new Blockley tyres and very adequate brakes. This was all reassuring, so I took the plunge and a deal was struck.

Flushed with the enthusiasm of new ownership I set about rectifying the deficiencies and faults in the car. It was soon apparent that the starter motor had some terminal internal electrical fault because even with a new battery it turned the engine over very slowly, and the live cable to the motor became very hot very quickly. A rewound armature cured that problem and the car was ready for action.

I entered the New Year's Driving tests at Brooklands in 2014. The car managed the 70 mile trip from Oxford to Brooklands but during the tests was getting slower and slower. In fact on this occasion I successfully completed all 12 tests without error, but was let down by the car's lack of power as it failed to ascend the test hill on both attempts. This was hardly surprising because by the time I got to the test hill No 4 plug had oiled up and No 3 was also very oily, so asking a poor old Lagonda to get up the hill on 3 cylinders, notwithstanding its crawler first gear, was too much to expect.

I had always been a little suspicious of the steady plume of blue smoke emanating from the exhaust putting it down to possible stuck piston rings through lack of use, but with more head-scratching I concluded that it must be worn valve guides. The car would run fine at full throttle, but if left to tick over or stuck in traffic the plugs would oil up very rapidly. Determined to use the car as much as possible in

order to get to know it, I entered the LC&ES Welsh weekend in March 2014 – a round trip of about 450 miles. It ran well, completed the tour and the trial, and got us back to Oxford in one piece. However, I must have changed the plugs, especially nos 3 and 4, about ten times during the weekend.

As a result of this problem with the engine my interest in the car waned over the next couple of years, and I was less inclined to use it. However last Autumn I thought I would get to grips with the unconventional valve gear and sort out the problem. I have experience of overhead valves, in cages with a non-detachable cylinder head because I own a 1918 Buick and, as some readers may be aware, Buick never made an engine without overhead valves, patenting them in 1904.

The Lagonda arrangement for the overhead inlet valves is identical to the Buick, so having removed them I could see my initial diagnosis was correct – they were incredibly loose in the guides. Following a tip from Ken Painter I sent the offending items to Belcher Engineering who were able to machine and fit new guides for me with a turn around of about two weeks which was fantastic service. Having fitted the new guides, it transformed the engine – no more blue smoke or fouled plugs and a positively powerful 24 horses to propel the car, so time for more fun! First up, the Winter Driving tests at Bicester Heritage. I am a doctor by profession, and for the past 25 years have been carrying out MSA medicals for VSCC members at the Winter Driving Tests with my good friend Dr Willie Sellars, and more recently with other doctors from the club. It is fun, and rewarding, and nice

enquiries@formhalls.com 01725 511241 www.formhalls.com

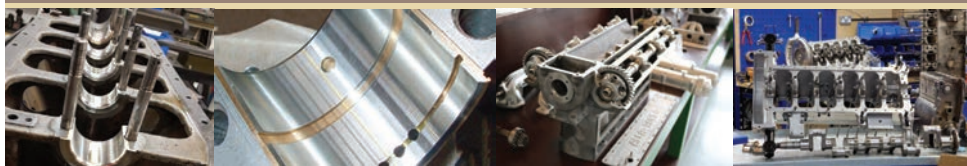
# FORMHALLS

## Vintage & Racing Ltd.

Approved aircraft quality & reliability for competition & road cars



Parkers Close, Downton Business Centre, Downton, Wiltshire. SP5 3RB



### White Metal Bearings Specialist (Formhalls Hoyt)

Guaranteed fault free for the life of the engine

### Engine Machining, Balancing & Testing

### Parts Manufacture & CNC Machining

### Welding & Stitching (Lloyds)

In house control allowing us to minimise distortion & Surface damage

### Complete engine building services & Dyno testing

Partnered by Historic Competition Services, Belgium



**Beaulieu**  
Much more than a Motor Museum

**BROOKLANDS**  
MUSEUM

Proud sponsor of

info@hcservices.be +32 353 33 32

www.historiccompetitionservices.be

Antwerp

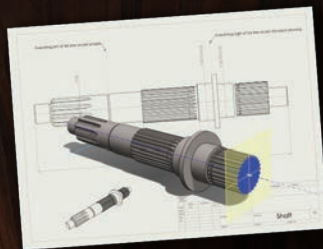
# HISTORIC

COMPETITION SERVICES

Belgium



- 3D CAD modelling
- Fully equipped modern machine shop
- Restoration
- Race and Rally preparation
- Engine and Transmission upgrades and rebuilding
- Gearbox design and manufacture
- Engine component design and manufacture including castings and pattern making
- Casting Repairs both welding and stitching
- Aluminium bodywork repairs, manufacture and design
- Photoshop impressions
- Rally and Race support
- Car sales and service





to give something back to the club, but the only downside is it means I haven't been able to compete in that event for a long time. In the early days, before the service became so popular, Willie and I did a joint entry in the Driving Tests and took it in turns to do medicals and compete in Driving Tests. This would not be possible today because of the number of medicals we do on the day, with four or five doctors working flat out. My friend Malcolm Elder, and now his son Mark, always set some fiendishly difficult brain-teasers, and I miss the challenge of doing them. Still, Matthew entered the Lagonda, but did not bring home the laurels of victory. Whether this was his fault or the car's I will let him say. He reports his findings of the car thus:

"The little Lagonda is a wonderful car in so much as it feels like a very high quality light-car. It is beautifully built and engineered, and features so many charming aesthetic features, like the polished aluminum valve cover with 'Lagonda' engraved into it in flowing script. The driving position is quite upright and high up, giving good all-round visibility, and the leather bench seat is comfortable and supportive, making it suitable for long-distance driving. I am a great fan of the all-weather body design on cars of this period, though the manufacturer's claim that the hood can be put up and down by a woman on her own "without the least effort" is plainly untrue: frankly, it's a struggle even with two grown men grappling with it. No matter. The result is worth it: with the hood up and windows shut, it is snug and relatively warm. With the hood down it is a comfortable spacious open tourer.

What the car possesses in aesthetics and styling, however, it rather lacks

in performance. The steering lock is dismal, which makes driving tests rather laborious if you don't want to knock over all the cones. As David Marsh observed after I spent quite a few minutes going backwards and forwards to get round a corner that most cars were sweeping round: "Not exactly the ideal driving test car, is it?" As for acceleration, it picks up speed marginally quicker than a glacier making its way down a hanging valley. Which is fine for normal life – who cares about keeping cars behind one waiting? – But not so good for driving tests, where you are competing against the clock. So no, I didn't win my class. But the little Lagonda was not built for speed. It was made for ferrying people like Miss Winifred Toynbee about their business, and in that it succeeds admirably. It brings a smile to faces wherever it goes, even, despite its short-comings, to the driver!"

Encouraged by Matthew having made it to Bicester and back trouble-free, I decided to enter the Lagonda in this year's LC&ES weekend in Llandrindod Wells. It was my first outing with the newly fettled engine – another 450 mile round trip. A week before setting off I received the call from Roger to write about the car, so I thought that the week-end's experiences were bound to generate some copy. The car did not disappoint.

The journey down to Wales was all that it should be in a well-fettled light car – clear roads ahead (best not to look in the rear view mirror too much) through wonderful countryside and not a care in the world. The fun started the following morning – minimal electrical power so the obligatory push start in the hotel car park rather reinforced the impression of the Lagonda being a little down at heel and





*Rear quarter view showing twin spares and 'oily rag' appearance*



*Under-bonnet offside*

not a well fettled machine. It took a lot of head-scratching to work out what the problem was, bearing in mind the car now had a fully rebuilt starter and a new battery. When I got home, I eventually traced the fault to hidden corrosion in the live cable battery connector. Having got going we had to stop for petrol (I wish I had filled up the night before) so I crept into a fuel station and filled up from the furthest pump, with the engine still running. My wife, Olwen, duly went to pay and when she came back to the car and shut the passenger door the internal lock mechanism disintegrated. So we added to the decrepit look of the car by tying a bungee to the two nearside door handles to prevent the door flying open. The final indignity was an overheating clutch on a one-mile ascent up a beautiful valley on leaving Dolgadfan Village towards Bwlch Glynmynydd.

Although the engine was still running, all forward progress ceased and we had to reverse down and pull into the hedge to let several more able cars get past (all the while keeping the engine running because of aforementioned self-starting problems), however after a few minutes rest to let the clutch cool down it just managed to get enough 'bite' to make it to the top – phew! The run back to Oxford the following day was achieved with another fuel stop with engine running and one 'comfort break' in the Cotswolds, parked on a steep incline to ensure a gravity start.

Having successfully completed this latest round trip to Wales of 450 miles in three days, I have even greater respect and admiration for Hamish Moffat to have completed 12,500 miles in six weeks in his Lagonda. I'm looking for another challenge with the car – somewhere between the two journeys, preferably the shorter of the two.... ■

## **Your Lagonda deserves skill, precision equipment and quality components... plus experience.**

For almost eighty years Gosnay's have worked on respected and classic marques: today our precision machining is relied upon for the latest road and competition engines as well as a wide range of veteran, vintage, classic and historic ones. Our experience enables appropriate materials, components and techniques to be applied, benefiting performance and reliability.

Quick turnaround and competitive prices are offered to owner as well as trade customers for our precision workshop services which include...

- cylinder boring & sleeving
- line boring
- balancing
- valve refacing
- valve seat recutting & inserting
- crankshaft regrounding (including offset)
- cylinder head refacing
- flywheel grinding & tightening
- cam bucket replacement

An extensive range of engine components is also offered enabling you to obtain the complete engine package: this includes gasket sets; pistons; bearings plus leading brand replacement & performance parts for Lagondas of all ages.

For the 16/80 engine, push rods, pistons (all sizes) and steel conrods for shell bearing fitment are available from stock.

**gosnay's**  
ENGINEERING COMPANY LTD  
MORE THAN 75 YEARS STRONG

Tel: 01708 748320 Fax: 01708 733266  
Email: [sales@gosnays.co.uk](mailto:sales@gosnays.co.uk) [www.gosnays.co.uk](http://www.gosnays.co.uk)

# Lagonda History in Western Australia - Part 2

## *By James Dyer*

AS MENTIONED IN Part 1 my father brought the Bartlett special back at the same time as the 2 litre, and he campaigned it in all of the Western Australian racing circuits. Not that there were many 'circuits' as such. Most of the races were 'round the houses' events, and some are still run today in towns such as Albany, Northam and Goomalling.

Other races were run on abandoned airfields and there was one 'circuit' event at Lake Perkolilli, some 300 miles east of Perth, which was a dried up salt lake but a good oval venue for a race meeting.

As well as racing motorcars my father was also interested in flying and joined the Royal Aero Club of Western Australia, where he flew mainly Tiger Moths. This was rather fortunate as when the war started he joined the Royal Australian Air Force and became a flying instructor. He was stationed initially at Cunderdin (a town in the Western Australian wheat belt) then later at Geraldton, on the coast some 300 miles north of Perth. Many of his pupils went on to Britain to join the RAF to fly Spitfires and Hurricanes, as well as Liberators & Lancaster bombers, in the Battle of Britain. Others stayed with the RAAF and were posted to Darwin and the various islands north of Australia to defend our country from the Japanese.

After the war the Rapide was driven as a 'second car'. The main means of

transport for the family was a lovely black mid-1940's Police Special Wolseley saloon which my father bought for my mother for her 25th birthday. Consequently not too many miles were covered in the Rapide.

I spent a lot of my youth tinkering with a range of quality motorcars that were owned by friends of mine. To augment my meagre salary in a stock firm I used to do some basic mechanical work on some of my friends motor vehicles. A 12/50 Alvis, an Alfonso Hispano Suiza, a Lancia Lambda, a couple of SS Jaguars (a saloon and a tourer) and the fastest - a beautiful MG K3 which I thought was exceptionally fast until the owner suggested that we see how it went against the Lagonda in a 'drag race'. We took both cars to one of the back roads in South Perth, where I was living at the time, and the race was on.

Surprisingly to me the Rapide won. My K3 friend suggested we should have a re-run as he thought he might have missed a gear - same result, so there were no more challenges! To be fair, the K3 had a supercharger mounted on the front and, as I wasn't too up to date on supercharger technology, the engine may have been a little 'off song' as a consequence of my mechanical incompetence. Though I must say the engine sounded fantastic. It had a two inch straight-through exhaust coming out of the manifold and along the left hand side of the car, and it had a 'fish

tail' at the end. If that was supposed to have quietened the engine it didn't do a very good job.

I inherited the Rapide when my father died in 1958. I was 20 and the car had only covered about 90,000 miles in the 25 years that my father had it. If I remember correctly I think that I first joined the Lagonda Club in the late 1950's when I was around 17 or 18 years old. In November 1959 I managed to get myself a position working as a 'seaman' on a Norwegian freighter from Fremantle to Malmo in Sweden, a journey that took some six weeks. I travelled from Malmo to Oslo by train, seeing snow on the journey for the first time in my life. Then I made my way from Oslo to Bergen by train again, then a steamer from Bergen to Newcastle, arriving in London early in January 1960 to start my job as a Management Trainee with Thorn Electrical Industries.

I expected to be away from Perth for a couple of years, so I put the Lagonda on blocks. After completing my training with Thorn Lighting I was transferred to a wholesaler and manufacturer of some Thorn products, Irvine Martin Plastics, a display and lighting business that had diversified into vacuum formed plastics and which became a specialist in decorative street lighting. In the mid 1960's we manufactured the Christmas lighting displays in Oxford Street and Regent Street in London, as well as many of the major towns in Great Britain – Coventry, Liverpool, Exeter, Cheltenham in England, with Glasgow being the biggest display in Scotland.

We did work for the British Board of Trade, with special lighting features in their various overseas Trade Fairs in Paris, and in converting two floors of the Nieman Marcus store in Dallas into a baronial hall, as well as winning a huge contract in Tehran for the Shah of Persia's 2000 year dynasty celebrations.

I attended a few Lagonda pub meets in and around London and met up with the secretary, Mike Wilby, in London on a number of occasions in the early 1960's. I finished up staying in England for some 8 years before returning to Perth, unfortunately without a new Lagonda! I did have my eye on a DB3 Aston Martin, but common sense prevailed and I returned to Western Australia empty handed.

During the time I was in England the Rapide remained on blocks stored in my parents' garage. On my return to Perth in 1968 I set to work with a limited budget, to update some of the areas on the Lagonda that I felt needed attention. The hood was recovered and some of the seating re-upholstered, as well as having much of the chrome work re-plated. My father had had the car repainted at some stage, as the Australian sun does tend to be a bit harsh on early automobile paints. It still looked pretty good so I didn't do anything about that. I had a company car with my business so I only drove the Lagonda occasionally.

Our company, Foamlite Australia, which manufactured flexible polyurethane foam, decided to open an office in Brisbane and I was asked to set that up.





*The restored M45R looking magnificent*



*Such elegant lines - Lagonda styling was always eye catching*

This temporary position soon became permanent so I brought the Lagonda over to join me. That was around 40 years ago and we are both now (I think) accepted as Queenslanders!

About ten years ago I noticed that the Lagonda appeared to have blown a head gasket. The cylinder head was removed and the gasket was found to be okay, but on further investigation a worse fate was in store. There was a crack in the block between the 5th and 6th cylinders. Unrepairable, I was told.

How could this be, I thought, with all of the technology that we have available today? I proceeded to investigate 'people' who were alleged to be able to repair such damage. Not one of them agreed that such a repair could be done.

I continued to persevere without much success and eventually came to the conclusion that I was wasting my time, and that I should see about obtaining another block.

A friend of mine in Melbourne, with another Lagonda M45R, located one with a fellow that had a 'spare' but he was reluctant to part with it and further searches proved fruitless.

At that stage the car was once again put on blocks as I pondered my next move. Over the years after I returned to Perth from the UK it had become increasingly difficult to source parts for the Lagonda. I needed work done on the Scintilla magneto. There was nobody in Western Australia (at least that I knew of) who knew much about them. There were no spare parts for such equipment (or if there were I

couldn't find them) nor were any of the people that I contacted able to repair the fault. As a consequence I had to return the magneto to England. It was sent to Ivan Forshaw, the Lagonda Club 'spares man' who oversaw the overhaul & returned it to me.

On another instance I had to replace the exhaust manifold – nothing of that type available here in Australia.

"Not a lot of Meadows engines here sir" was the common response to my searches, so back to Ivan Forshaw again. A new set of manifolds was duly located & sent back to me in Perth with a supply of 'other spares that I might possibly require' - a couple of head gaskets, an inlet manifold gasket, some water transfer gaskets, a few valves etc.

All boxed up in a lovely wooden crate & sent by sea.

So I had a difficult decision to make, do I persevere trying to find another block or put another engine into the car – and if I DID this what type of engine should I select. I had read of a number of instances in England where the Meadows engines were replaced by diesel engines. It seems that Perkins engines were the most popular.

Certainly they were reliable. In fact my son had a P6 in his boat, coincidentally.

However I wanted a motor that would give good performance, good reliability and a ready supply of spare parts here, and it had to be English. The main basis of my thinking was to give the car a similar or, if possible, an improved performance, so I looked for an engine with a racing pedigree. After much thought I decided that I would replace the engine with a 4.2 Jaguar

unit.

Whilst it wasn't a total replica of the Meadow engine, it had a lot of things going for it. And being the winning engine in cars of some five Le Mans races in the late 50's & early 60's the Jaguar engine fulfilled the performance criteria that I was looking for.

There were two excellent Jaguar specialists in Brisbane and I chose 'The Jag Workshop' in Sandgate to find me a 4.2 litre motor & bring it up to 'as new' specification. This they did and it looked marvellous. I did think of having triple carburettors (as many of the Jaguar racing cars had) but I felt that twin SU's were more in keeping with the Lagonda.

At the same time I decided that it might be a good time to give the car a 'complete rebuild' . . . . .big mistake!

When the restoration people asked me what I wanted done I said that, as I had had the car for 48 years, it might be a good idea to take the body off the chassis and really do the job properly.

I was aware that some of the ash framework needed attention, and to fix that properly it would be easier to do with the body removed. That way I could see how things were with all of the electrical wiring, also we could re-paint and re-chrome all the parts more easily. It would ensure that all of those parts were capable of lasting for another 60 plus years.

Thus began a long and expensive road to (in the end I think) having a car that is now technically better than new. I decided that, rather than try and marry the Jaguar engine to the existing

Z4 'crash' gearbox, it would make sense to keep it with a Jaguar unit. So one of those was sourced, overhauled and the gear-shift knob tailored exactly to my preferred central position between the two front seats.

An additional plus in doing that was it made it a lot easier for the driver to get in and out of the car without the gear lever hindering their entry. Particularly these days, as I am not quite as nimble as I once was. From that point onwards it was 'in for a penny, in for a pound' so I took the opportunity to update the braking and steering with power assistance (I can hear the screams of the purists from here).

Those facilities were available on the engine so it seemed a shame not to make use of them.

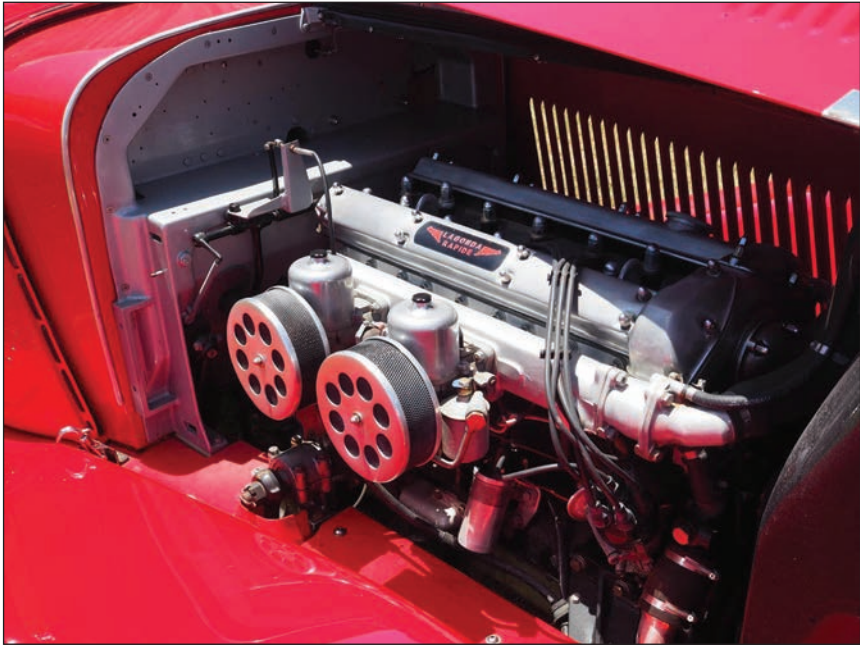
The brakes were modified from mechanical to hydraulic and with power assist they pretty well match the braking performance of a modern car.

A team of engineers and 'panel people' from Classic Rydes, based at Caloundra some 100 kms from my home, worked on the car. So it was regular drives up the M1 to see what progress had been made each week.

While the car was minus its body, the new engine and gearbox were mounted onto the chassis and the radiator was sent away to be rebuilt.

Once that had been returned it was possible to connect all of the electrics and cooling system to the engine & start it up. That day was the beginning of its new life. After the engine was run, the water & oil temperature was correct and the gearbox and transmission was





*The Jaguar engine fits neatly and looks the part*



*The updated cabin with wood-rimmed steering wheel*



all in alignment & running smoothly, the car was driven around the block to ensure that everything was running smoothly. It was perfect!

The car was returned to the garage and put back on blocks. The firewall, engine, gearbox, radiator & electrics were all removed and the chassis prepared for its final painting. When it returned from the paint shop the task of re-assembling the Rapide for the next stage of its life commenced.

Piece by piece the engine, gearbox, radiator and electrics were refitted and my 'new' car took shape. The components of the mechanical brakes were removed and replaced with the hydraulic lines and cylinders.

Similarly the steering system was modified to incorporate the Jaguar power assist facility.

Eventually the car was finished and it was time to bring it home. The whole process took two years and a LOT of money! A couple of downsides for me were as follows.

The company that had removed the M45 unit to see if it could be repaired took a lot of the original engine componentry to the dump while I was in England attending one of the Lagonda Club AGMs, and the staff at my company threw away the hood frame, not knowing what it was or where it had come from. So I had to find someone who could make up a new frame. That could not be done in Brisbane, so I checked out how I could get the car down to Sydney (about 600 miles) where I found that there was one bow-maker still in business. I was advised to get my car down there quickly as he was about to

retire. It was dispatched in a covered transporter a day or so later and this was indeed his last project. My wife and I flew down to Sydney and drove the car back to Brisbane, praying it wouldn't rain as, while we had all new framework, the hood covering was to have been done by the craftsman who had done the rest of the upholstery work at Caloundra.

As well as fitting the new hood he made up a new set of side screens, so the car is now relatively watertight.

When the car had done a couple of thousand miles with the new engine I was keen to see how the performance would compare with that of the original road test. So I took the car to an engine performance specialist that had a dyno tester and the results are encouraging with 100mph obtained on load. ■

### Steering Wheel Restoration



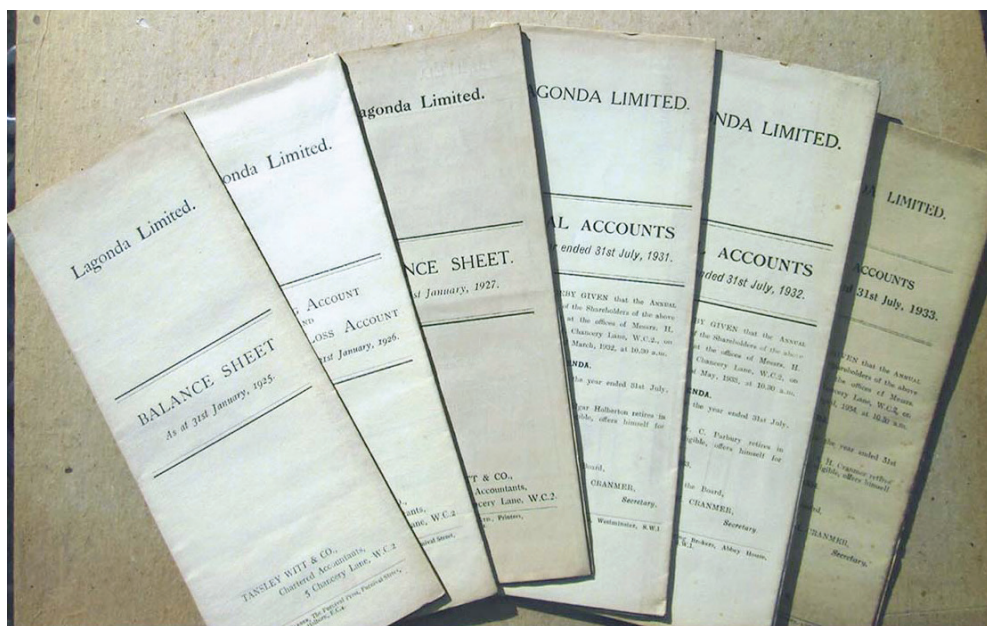
Professional steering wheel restoration for all vintage to modern cars, tractors, commercials & boats, especially Blumels, Celulloid & Bakelite.

tel: +44 (0)1843 844962

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

# Lagonda's Finances

## *By Arnold Davey*



THANKS TO THE alertness of members watching for items appearing on eBay and the bargaining skills of Colin Mallett, the Heritage Trust was recently able to acquire, for a very reasonable sum, copies of Lagonda Limited's balance sheets for the financial years ending in 1925, 1926, 1927, 1931, 1932, 1933 and 1934. This last, 1934, is not the printed public document issued by the company but a carbon copy of a letter to a possible investor in a syndicate bidding for the company in February 1935, when their financial troubles were fairly common knowledge. But it contains all the relevant figures. The study of all these papers demonstrates, as if it were necessary, how the chronic

underfunding of the company led to the crisis in early 1935 which was the result of the government's introduction of the 30 mph speed limit and a consequent downturn in the sales of sporting cars.

The first batch of papers, issued by Tansley, Witt and Co. of Chancery Lane, are dated 31st January in each year and refer to the preceding year's trading, ending on 31st December each year. That is to say that the document dated 1925 refers to the 1924 trading year and so on. Throughout the whole period 1924 to 1935 the nominal capital of the company remains at £50,000 worth of Ordinary shares at £1 each. The actual issued shares come to 46,148, and this figure is constant too.

1924 had been a profitable year. The company had a bank overdraft of £4,897 and still owed £800 on its property mortgage but nevertheless declared a profit after tax of £12,929 0s 5½d. (I will in future ignore the shillings and pence). This was after paying out the 1923 year' dividend of 14 old pence per share. Stock figures were very high at £57,604, which represents an awful lot of unsold cars and unused parts, given that the 12/24 model sold for a top price of £340 retail. Stocktaking was presumably done in the very quiet Christmas trading period just before the end of their financial year. After a rough calculation I make that profit figure equivalent to £1.6 million in today's money.

Moving on to the 1925 figures, presented in January 1926, we would expect to find huge costs showing up for during that year the company had had to re-tool completely for the introduction of the 14/60, which involved an entirely new engine, gearbox and axles, plus buying in chassis frames from Rubery instead of making their own in-house. So it is a surprise to find a gross profit of £24,013 and, after deducting costs and overheads, a net profit of £2,541. Only a sixth of the previous year's figure but more than one would anticipate, given all those one-off expenses. Mind you, for nine months of that year they had still been making and selling 12/24s and still did, albeit in very small numbers. On the other hand, the 14/60 sold for more than twice the price of the "Twelve". Total sales for the year were £147,688 and stocks still represented £54,000. Interesting figures for 1925 that do

not appear on the other years' papers were: Wages £45,032, Salaries £8,058, Directors' fees £400 and Income Tax (the dreaded Schedule A) £157.

When you look at the 1926 figures, issued in January 1927, you begin to wonder if the previous year's ones smack of smoke and mirrors for we find that despite having by now, one hopes, assimilated the start-up costs of the 14/60, the end of year showed a loss of £4,655. The overdraft at the bank had soared to £45,253 and to pay it off the company had issued Debentures to the tune of £50,000. The only big capital expenditure had been yet more re-tooling for the introduction of the 16/65 and this appeared on the other side of the balance sheet under the heading "New Models" where a sum of £13,286 for 1925/6 is joined by £35,830 for 1926/7. Stock is still extremely high at £66,576 and you can see how close to the wind the company sailed by the entry "Cash at Bank £7 and fourpence". I don't know if it is significant but the auditors only signed off the balance sheet in the middle of July for a financial year ended seven months previously. In earlier years the accounts were completed in April.

The next three years' papers were not included in the bundle and they would have included the introduction of the Speed Model, the 3 Litre and the famously boom year of 1929, when the company could have sold more cars than it was capable of making. By 1930 the Great Depression was in full swing and my estimate of 1930 production is only about 240 cars sold, roughly chassis numbers 9570 to 9810. The 1931 accounts, now with a financial year ending at 31st July,

not December 31st, were submitted to the AGM on 22nd March 1932. By now Alf Cranmer was Company Secretary as well as Technical Director and his report speaks glowingly of the wonderful new Selector model 3 Litre. He also explained that the Directors were seeking new capital (again) and the net loss for the year was £6,957, but at least it was £500 less than the preceding year.

You begin to see their problems, mostly the cost of interest on borrowed money. In that year the bank interest was £3,271 and interest paid on debentures £3,147. So £6,419 paid in interest nearly balanced the net loss; without that they would have almost broken even, a rare thing in 1931. An obliquely-worded passage in Cranmer's report admits they sometimes ran out of cash to pay the wages, and had to borrow from unlikely sources. I related one such incident in the Lagonda history on pages 286/7. It gets worse when you look at the 'Liabilities' side of the balance sheet. The earlier debentures were now the First Debentures and had been joined by Second Debentures. Both together now totalled £130,420, made up of £54,155 (First) and £76,205 (Second). That would be millions of pounds in today's money. Needless to say, no dividend was declared.

The 1933 AGM was moved forward to May, which looked hopeful, but the results were just as gloomy. Alf Cranmer's report showed an operating loss of £10,762 of which £6,837 was interest on the various borrowings. He was able to boast of some successes in competition, such as Mike Couper's Glacier Cup in the

Alpine Rally and five class wins at the Guy's Hospital Gala, then an important event for publicity. He hailed the introduction of the 16/80 as "Highly competitive in its class and the performance outstanding". The cost attributed to introducing the new model was £5,184 and stock is still high at £78,075, given that the total asset value was £203,664. It represents 38.3%.

Matters were even gloomier in 1934. The AGM moved again to April and the annual loss was now £14,581, of which £6,667 was interest. An interesting item was "Experimental Expenditure written off" listed at £2,592. This was, I am sure, the aborted ioe (inlet over exhaust) 3 Litre experimental engine which had been sent to Ricardo to see if they could extract a lot more power from it in the same way as they had from the Bentley 4 Litre. They could, but not with reliability and in the end General Metcalfe cut his losses and cancelled the project. Our member Brian Stevens owns the sole example. The £2,592 is not the only experimental item as a further £2,546 was not written off and this, I guess, was spent on developing the Rapier and M45, both announced during 1933. Stock was still alarmingly high at £89,860, 39.5% of total assets.

As I am not an accountant there is one recurring figure in each year's accounts which requires an explanation. Under 'Assets' each year there appears £8,615 for 'Goodwill'. Just what this refers to is not clear. My guess is that this amount is what Lagonda Limited paid Wilbur Gunn's executors for his company when he died, but it could be anything and



looks rather artificial.

All the above accounts are the official printed papers distributed to shareholders, but the remaining papers in the bundle are part of a correspondence between someone with an undecipherable signature at Lagonda Ltd. and L. T. Delaney of Gallay Ltd. (later Delaney Gallay) who made Lagonda's radiators. Dated 1st February 1935 the first letter says they (Lagonda) cannot pay Gallay's bill because the deal to sell the Lagonda Company is still not completed, as one shareholder didn't agree with it. He hoped to be able to pay in a few days' time. Pinned to this letter is another, dated 27th February 1935 to a G. L. B. Francis of Chepstow setting out the 1933/4 Lagonda accounts. These show a profit on the year of £11,000, so the M45 had saved the company, putting it into profit for the first time since 1929. Stock was still high at £114,000. This carbon copy is unsigned of course but whoever he was had negotiated with the second debenture holders and they were prepared to accept £6,294 for the £82,560 nominal value and the shareholders were prepared to accept one shilling (5p) for each one pound share. The writer was setting up a syndicate with £30,000 of capital, which would advance a loan to Lagonda of £6,294 to buy out the second debentures. The rest of the money would keep Lagonda going for about 18 months and then it was to be floated as a public company at a profit. The writer – who was he? — was inviting five or six friends to join in at £5,000 each. One who

had already joined was Sidney Ellison of Cambridge and Mr Francis was invited to join too.

With hindsight we know the syndicate deal didn't come off and by the middle of April the bank, as first debenture holders, panicked and called in the Receiver. I think a second reason, apart from the 30 mph limit, was that the first profit in years encouraged them to try to get their money back after years of propping the company up when it was losing every year. And, boy, did they, because at the final winding up, after Alan Good had set up his new company, the first debenture holders got £49,128 of their £50,000 original investment and the second debenture holders got £23,949 of their £65,000 but also acquired several odd bits of land that the company owned but were not currently using. What a difference in a year; they had been content to settle for £6,294 when the syndicate approached them but the Receiver got them nearly four times that!

Alan Good's new company LG

Motors, was ten times the size of Wilbur Gunn's and by the end of 1936 had a working capital of £875,000 (equivalent to about £120 million today) and was able to expand and re-equip ad lib. The principal funding was from the merchant bank Dawnay Day, where Alan's brother Magnus was a key player. Dawnay Day survived until 2008 when it collapsed as part of the financial crisis of that year.

A final thought, best glossed over, is that the 11.9 and 12/24 made reasonable profits. All the later models didn't, until the M45 came along. ■

# Something Different

## *Ken Painter spends more of his children's inheritance on photos*

THE PICTURES OPPOSITE, taken by “Irish Motoring”, show Donald Monro’s 1928 2 litre Speed Model Lagonda competing in the Ballybannon Hill Climb in Ulster. The year is uncertain, but I believe it was 1930. The car has never been recorded by the Club and may not have survived the war.

During the war, there was little to report in the pages of “Motor Sport”, so enthusiasts began to submit articles on “Cars I Have Owned” and Donald Monro was one of the early contributors. The words below are therefore Donald’s own, from “Motor Sport”, April 1940. “Motor Sport” has generously given us permission to print this extract and we offer them our grateful thanks.

“After this I ran a 2 -litre (high chassis) 1928 Speed Model Lagonda for the best part of a year and the best fun I had was when I finally ran her at Ballybannon Hill Climb in Ulster, and made fifth fastest time out of eighteen nondescript cars. Really there were two T.T. Lea Francis, one T.T. Bentley, and the rest. We practised about 6 a.m. with the road open and just missed a donkey-trap; at about 11 a.m. I nearly got drowned in my host’s lake, and I had four climbs (one extra for luck as a stranger), while on each run my third gear slipped out at 4,000 r.p.m.. A bright soul in the house party sent me a wire:-

“Your white helmet much appreciated on Ballybannon.” I

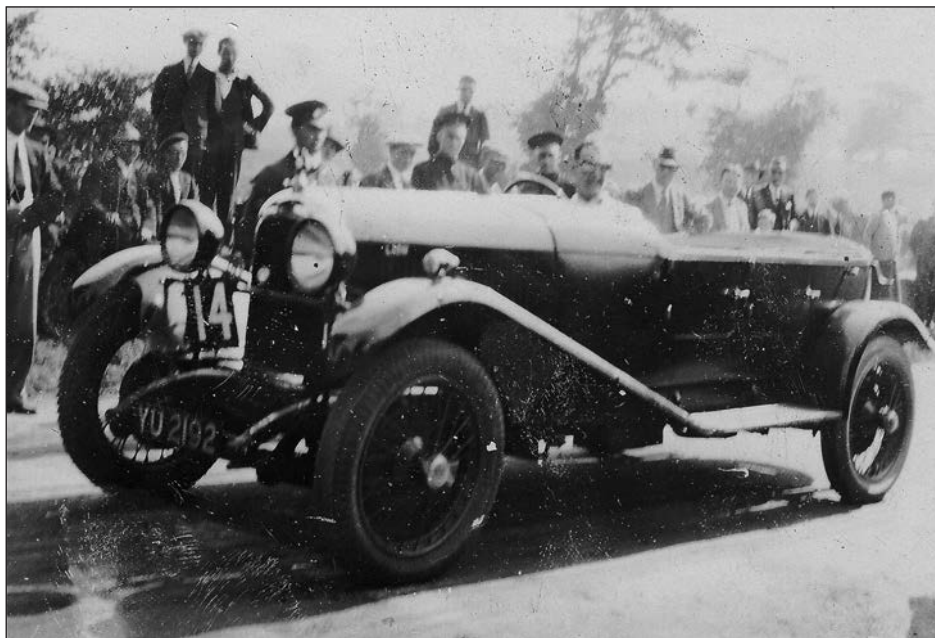
needed that white helmet’s moral support, as the car had a maximum speed of 74 (speedometer 82) and a real 68 in third, but we did beat the record holding Star, which was past its best,

This car had a much better chassis than the Star, but was heavy, and took 24 seconds from zero to 50. The plugs oiled up a lot at low speeds, but in general she was one of the most reliable cars I’ve ever owned and very well sprung.”

Later on, Donald owned a low chassis 4 ½ litre Invicta, which the factory tuned for him. It was called “The Red Gauntlet”, do any of our Invicta owners know if it still exists?

After the war, he continued to race in a blue AC Ace Bristol. His daughter, Shirley still competes in the Cooper 500, formerly owned by Stirling Moss. There is another racing link too, Donald was related to Bert Monro, rider of “The World’s Fastest Indian”, celebrated in an excellent film, starring Antony Hopkins.

The picture overleaf doesn’t show Jeremy Oates’ racer replica, but a model of the 1921 200 Mile Racer, built by Geoffrey Deason, who was a well known and highly respected model maker in the late 40s and early 50s and wrote many books on the subject. Note the transparent wheels, made of perspex, with the spokes scored into the surface and then polished. The comments on the back of the picture give no information as to the scale. ■



*Donald Monro and 2 litre at Ballybannon in Ulster - circa 1930*

## Letters & emails ... Letters & emails



*The model of the 1921 200 mile racer*

Dear Roger,

Ron Gee's '~Reminiscences' takes me back, especially to the Mecca that was Lagonda Farm in Longham, Dorset, on a nasty bend in the road, and to Ivan's detailed notes and red under-linings.

As to carburettors, when I bought my Crossley in 1961 it used a large up-draught Zenith. Like Ron I was unimpressed by this, so I fitted the 16/80 twin SUs, supplied by Ivan. I ran the car, thus equipped, until 1968 when I decided to revert to Mr Crossley's single updraught system. Ivan supplied me with a Stromberg (type UK1); I wonder if that was (and still is 49 years later)

the ex Ron Gee Stromberg! I thought the twin SUs looked good. I had great fun refurbishing them with an SU repair kit, spread out on a desk in my room in the officers' mess at Tidworth. However they did not significantly improve the performance, and used more petrol.

I have since learnt that the big Zenith I discarded to an AC owner in 1962 was probably original equipment – ouch! Has anyone got a 1930 updraught Zenith Type 'V'?

With best wishes, Stephen Weld

Dear Roger,

Another excellent magazine (251), thank you, and what a great picture on the front cover. It did set me thinking about horns. One horn or two? The earliest photo I have of my car GP 793 circa 1947 shows one horn on the off side, in common with the other three 2 litres in the picture. This was still the case in 1955 when the car was offered for sale in Motorsport, however in a photo taken a few years later it has grown a second horn, only to lose it again by the time I came to acquire the car in 1959.

A quick look through various Lagonda illustrated books shows that, on the 2 and 3 litre cars single horns outnumber twin horns by about 4 to one, with a couple of examples of single horns on the nearside. Perhaps Arnold can tell us if there is any logic to this or was it entirely a matter of owner preference. Personally I like the symmetry of two horns, but the chance of finding a second matching one must be close to zero.

Best Regards Tim



## Car for Sale

### **1953 DB 3LITRE DROPHEAD COUPE.**

Not concours, but in very presentable and usable condition. This was built for Sir Peter Ustinov, and it was the first new car he had ever purchased. He sold it in 1965 and, unfortunately, the purchaser died before he could use it. It was subsequently delivered to his business premises where it remained, forgotten, until 1968 whence I acquired it.

So it has had three owners but only two drivers.

### **Offers around £75,000.**

Further information may be obtained by contacting:

Harry Taylor, T6.

Tel: 0115 983 0363

Email: hta108@aol.com



*Peter Ustinov with the DB Lagonda when new*



*The car as it appears today*

## Letters & emails ... Letters & emails

Dear Editor,

We wish to thank the many members who made our 40th Suffolk Dinner so special. We were surprised when the assembled company of almost eighty, a record, presented an outsize floral bouquet, and Greetings Card bearing a collage of Lagonda photos ; then absolutely dumbfounded by the accompanying substantial cheque from the Club and another from the Rapier Register. We offer profuse thanks for this totally unexpected gift of appreciation. The ring-leader who kept the secret until the last moment was John Sword, who directed us to spend this bounty not on the cars, but on an extravagant night out, so we must search out a treat fit for royalty.

Anti-climax can follow Sunday afternoon's departures, but not this year. Not only did we enjoy house guests staying over until Monday, but Bruce Rodgers from Australia spent a week helping make BMG6, the Monte Carlo Rapier, roadworthy again. Many thanks for your company and totally unexpected gift, also to all of you, more than 300 over the years, whose support of our Suffolk Dinners has given us so much pleasure. That irrepressible Lagonda enthusiast Colin Mallett now takes over, so we hope to see many of you again at Suffolk Dinners next year and in the future. Jot down the date, Saturday 7th April 2018, in your diary now!

Yours, most gratefully,  
Mike & Ann Pilgrim.

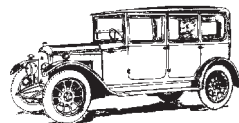
Sir,

In the Lagonda Magazine No. 32 (Autumn 1959) there is an article about a pre-war simple conversion of a Lagonda 2 litre engine to diesel fuel. The conversion was by Professor Pattenden of The Military College of Science in 1934 to gain information on small diesel engines, of which none existed then. Basically the spark plugs were replaced with diesel injectors, the ignition system by a 4 cylinder diesel pump, and special high compression pistons were fitted. The conversion was eventually successful and the engine was used for about 14,000 miles. In 1959 the engine still existed and Bill Hartop offered to see if he could get it working. However, if my memory is correct, he moved to Germany and never took the engine with him.

Does this engine still exist and, if so, where is it now? If it does exist is there anyone who would try to get it going again? It is a unique engine and I suggest that, regardless of whether it is a runner or not, it should be where it would be available to anyone interested in the development of small diesel engines and not stuck away at the back of somebody's garage. Any suggestions?

Yours faithfully,

A.J. Loch

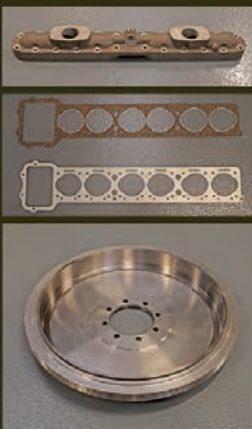
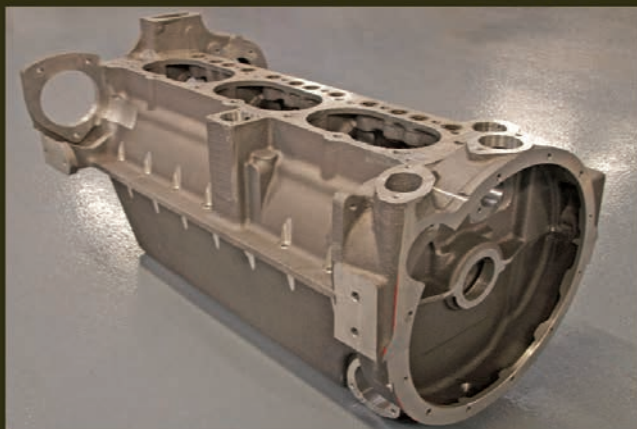




Historic Race Preparation and Restoration

## You need parts for your Lagonda?

**We are Market Leader in Lagonda spare parts**



**and we have a large stock of dedicated  
Lagonda parts available:**

- |   |   |   |
|---|---|---|
| - Engine block 4.5 Ltr, 2 Ltr.<br>and Rapier  | - Bell housing 4.5 Ltr.                           | - Fan tower 4.5 Ltr.                                |
| - Cylinder head, 4.5 Ltr.                     | - Crankshaft 4.5 Ltr. and V12                     | - Flywheel 4.5 Ltr, 2 Ltr, 3.5 Ltr.<br>and V12      |
| - HD Head gaskets 4.5 Ltr, 2 Ltr.<br>and V12  | - Connecting rods 4.5 Ltr.<br>and V12             | - Brake drums 4.5 Ltr. and V12                      |
| - Crankcase 4.5 Ltr.                          | - Camshaft 4.5 Ltr. and V12                       | - Brake back plates 4.5 Ltr.<br>and V12             |
| - Sump 4.5 Ltr.                               | - Halfshaft 4.5 Ltr.                              | - Clutch conversion 4.5 Ltr, 2 Ltr.<br>and 3.5 Ltr. |
| - Oil pump 4.5 Ltr.                           | - Inlet and exhaust manifolds<br>4.5 Ltr. and V12 | - Steering conversion V12                           |
| - Water pump/pump housing<br>4.5 Ltr. and V12 | - Timing cover 4.5 Ltr.                           | - AND MANY OTHERS                                   |
|   | - Magneto drive box 4.5 Ltr.                      |   |

LMB's website ([www.lmbracing.be](http://www.lmbracing.be)) gives a full overview  
per car model of our stock of Lagonda parts.

Wijnegemsteenweg 110, 2160 Wommelgem, Belgium  
T. +32 (0)3 354 05 52. F. +32 (0)3 354 05 56  
[info@lmbracing.be](mailto:info@lmbracing.be) [www.lmbracing.be](http://www.lmbracing.be)



# DAVID AYRE

VINTAGE CAR RESTORATION • RALLY PREPARATION  
VINTAGE CAR SALES



*'Prepared by 'David Ayre' for 'The Road to Mandalay' E.R.A. Rally.*

Complete Restorations • Maintenance / Servicing  
Valuations & Appraisals • Chassis Straightening  
Full Pattern Service • Engine Upgrades  
All Types of Blasting • Machining  
Gear Box & Axle Repairs • Rally Preparation  
Coach Trimming • Storage Facilities  
Covered Transport Available • Insurance Work Undertaken  
**Manufacturer of Quality Pre War Car Parts  
for Lagonda, Invicta & Bentley**

**SPECIALIST IN LAGONDA, PRE-WAR BENTLEY & INVICTA**

**Web: WWW.DAVIDAYRE.COM • Tel: + 44 (0) 7968 387702**

**WWW.PREWARCARPARTS.COM Email: parts@davidayre.com**

Over the last few years we have fully restored a number of Lagondas, Speed Six Bentleys and 'S' Type Invictas, and have had a number of wins at International Concours d'Elegance, including a class win at 'Pebble Beach' with a Speed Six Vintage Bentley. We pride ourselves in having the KNOWLEDGE, ENTHUSIASM and EXPERTISE in being able to offer the MOST DETAILED and COMPREHENSIVE SERVICE to our WORLDWIDE CUSTOMER BASE.