



BOX VILLA



**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 263 Winter 2019 / 2020



Longstone
CLASSICS

Firestone **EXCELSIOR** **Lucas**

www.longstone.com
Tel: +44 (0)1302 711123



"We know the feeling!" Thanks to Keith Currington for this.



The Lagonda Magazine

e-mail: admin@lagondaclub.com • Web Site: <http://www.lagonda-club.com>

LAGONDA CLUB LIST OF OFFICERS 2019/2020

President: D. R. Hine

Vice Presidents:

A. Davey, A. W. May, K. P. Painter

Chairman:

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

Deputy Registrar:

Len Cozzolino
Wytmead, Essendon Hill,
Essendon, Hatfield,
Hertfordshire, AL9 6AW
Tel: 01707 275133 • Mob: 07789 001716
e-mail: len@cozzolino.co.uk

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

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:

Len Cozzolino
Wytmead, Essendon Hill,
Essendon, Hatfield,
Hertfordshire, AL9 6AW
Tel: 01707 275133 • Mob: 07789 001716
e-mail: len@cozzolino.co.uk

Competition Secretary:

Tim Parker
25, Chilworth Mews,
London W2 3RG
Mob: 07966 466605
e-mail: timothyparker@hotmail.co.uk

Other Board Members:

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

Nigel Smeal,
4, Nelson Terrace,
Islington, London, N1 8DG.
Tel: 020 7251 8972 • Mob: 07711 666504
e-mail: cowcomm98@aol.com

Post-War Cars Secretary:

Peter Gilkes,
61 Horton View, Banbury,
Oxon OX16 9HW
Tel: 01295 269897
e-mail: pgilkes2@gmail.com

Trophies Officer:

Martin Sumner,
Silver Birches, Stoke by Clare, 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

Newsletter Editor:

Tim Wadsworth
The Thatched Cottage,
Emmett Hill Lane,
Upper Minety, Malmesbury,
Wiltshire, SN16 9PP.
Tel: 01666 860368 • Mob: 07989 911642
e-mail: tim@lagondahire.co.uk

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

Colin Gurnsey
658 East 5th Street,
North Vancouver V7L 1M7,
British Columbia, Canada
Tel: [+1] 604 980 7429
Mob: [+1] 604 788 7429
e-mail: gurnsey@telus.net

Netherlands, Belgium and Luxembourg:

Herman Arentsen,
Logtsestraat 3, 6675 NB Valburg,
The Netherlands
Tel: (+31) 488 431291
Mob: (+31) (0) 651 427163
e-mail: eh-arentsen@hetnet.nl

Switzerland:

Franz Hatebur-Mani,
Villa Montana, Höhweg 1h, CH 3700 Spiez
Switzerland
Tel: 0041 33 243 3879
Mob: +41 (0)79 816 3786
Fax: 0041 33 243 0607
e-mail: fhatebur@bluewin.ch

Australia:

Nick Proferes
Tel: +61 8 8278 9242
e-mail: nproferes@internode.on.net

Germany:

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

UK Area Representatives:

South:

Michael Drakeford,
Tel: 01903 872197 · Mob: 07932 565830
e-mail: michaelwdrakeford@hotmail.com

South East:

David Bracey
Tel: 01622 751493 · Mob: 07710 423667
e-mail: dcbracey@gmail.com

South West:

Nigel Paterson,
Tel: 01460 258844
e-mail: nigelandkathypaterson@btinternet.com

Anglia:

John Stoneman,
Tel: 01353 649494 · Mob: 07850 218518
e-mail: john.stoneman@btinternet.com

East Midlands:

Harry Taylor,
Tel: 01559 830363 · Mob: 07901 846672
e-mail: hta108@aol.com

West Midlands:

Robin Balmain,
Tel: 01531 640166 · Mob: 07816 668065
Fax 01531 640167
e-mail: jenniiferbalmain@btinternet.com

North West:

Nigel Hall
Tel: 01457 762766 · Mob: 07831 638383
e-mail: nigelhallgb@gmail.com

Yorkshire:

Ian North,
Tel: 01482 897105
e-mail: iannorth44@gmail.com

Northern Ireland:

Peter Walby,
Tel: 028 9066 5610 · Mob: 07767 271851
e-mail: pursang@doctors.org.uk

Scotland:

Alastair Gunn,
Tel: 01506 324138 · Mob: 07913 677339
e-mail: alastair.gunn@hotmail.co.uk

**COVER: Tim Wadsworth on the start line at Shelsley Walsh in his much campaigned 2 litre.
The car was probably booked to do a wedding on the same day!**

Contents

From the Workbench	5
Men, Boys & the Cost of their Toys	6
GF 8843 - 'The Old Lady' - concludes	9
1928 [for 1929] Lagonda catalogue extract - 2 litre model	12
Robin Colquhoun	16
Captain John's Lagonda	22
Clock stands the test of time	25
M45 Boot Lid Repair	26
Connie, up and running	28
11.9 at Brooklands	32
The Ten Commandments for Lagonda Maintenance	35
Letters & Emails	36-38

From the Workbench

Roger Seabrook

WISHING YOU ALL a very happy New Year. I expect many of you went to a New Year's Day meeting, perhaps not in your Lagonda unless you use it all year round. In the UK the big problem is the salt on the roads, which in recent years has become almost impossible to completely remove. Apparently, molasses is used to make it stick. We went in the Ford Model A as its few bright parts are stainless steel, or chrome.

There is a different subject in this issue – Len Cozzolino has included some boats! Now I'm a fully paid up member of 'The Landlubbers Club', but I have to agree with Len that a Summer's day by the River Thames at Henley is a very enjoyable affair.

Does your Lagonda have a master switch connected to the battery, so you can fully turn off the electrics when the car is laid up, or in an emergency? As far as I know, cars were not supplied with these when new – correct me if I'm wrong. Some vehicles will still have the original main battery cables – my saloon looks as though the positive main cable (nearly two metres long) is original, so I've swapped it for a new one. I've also installed a master switch which can be accessed from just below the rear passenger seat, so you don't have to lift up the seat to get to it. This involved boring a hole through the battery box and into the passenger

compartment. The switch is operated by a key, which can be kept in the glove compartment (or left in the switch). This will give peace of mind should anything go wrong with the electrics. Fires can easily be started by electrical short circuits, and vintage cars, especially those used a lot, with some oily bits and perhaps a dribble of petrol now and again, can get ablaze very quickly. Think also of all the wood in the body, not to mention fabric that can smoulder and burst into flame unexpectedly. This happened to a Riley Monaco I used to run. The offending, glowing, shorted wire was ripped out by hand, and luckily the extinguisher I was carrying put out the fire before any serious damage was done. Ann wisely legged it until the car was safe! I never did find out what that wire did, as everything still worked without it.

So, the sensible thing to do is ensure you have an easily accessible battery master switch, and a serviceable fire extinguisher on board.

Check that all the main circuits have fuses in line. It's worth fitting a supplementary fuse box if you have the original Lagonda set-up as you will probably have extra lights and indicators in the circuits.

These modifications could save your car, and you, from serious damage. ■

***Last date for copy for the SPRING Magazine is FRIDAY 27th March 2020.
Urgent - New articles are needed please, and interesting photographs.***

Men, Boys & the Cost of their Toys

Or a day with Lagondas & Traditional Riverboats

Len Cozzolino was there (and so was your Editor)

“BELIEVE ME, MY young friend, there is nothing – absolutely nothing – half so much worth doing as simply messing about in boats”, said Mr Toad in *The Wind in the Willows*. Who could disagree with him? And so it was that on a sunny and hot Saturday in July we found ourselves surrounded by beautiful traditional boats on the banks of the River Thames at Henley, together with a host of vintage cars. An idyllic scene indeed.

Jeff Leeks and his wife Hilary helped organise the vintage car element of the 41st anniversary of “The Traditional Boat Festival” and what a wonderful affair it was. When you think that in Britain no one lives more than 70 miles from the sea – a good pub quiz fact according to Greenwich Museum no less - you can understand why we Brits have a fascination for all things nautical.

On show, we were told, was the largest display of traditional boats in Europe and in particular a fleet of Dunkirk “Little Ships” and Her Majesty’s row-barge “*Gloriana*”. Not only were there traditional wooden-hulled water craft, but there was an assortment of army vehicles, displays showing the traditional boat building craft, even “boat-jumble” stalls and several real ale marquees for those inclined. Matthew and I were well catered for!

I had never been to this Festival before and was greeted by the sight of some of the most attractive hand built leisure boats from the 1920s and 30s through to the *Gloriana*

built only seven or eight years ago. Sitting on the banks listening to the enlightening commentary and watching the boats gently sail by, was a perfect way to spend the day. Mind you, my son was often heard sniggering at the commentator’s mention of a “mahogany on teak bottom” or a “clinker bottomed boat”.

Some of the little steam craft were particularly pretty and seemingly far too small to house a steam propulsion unit, but the large, often brass, chimney stacks gave them away (I’m sure somebody will correct me and tell me that they are funnels!). They puffed gracefully and almost silently along the river course with seemingly no effort whatsoever, small plumes of smoke from the funnel confirming they were under steam.

Of course, Wilbur Gunn cut his teeth on steam-powered boats. He teamed up with Taylor of Staines in 1900 to build steam launches, popular at the time. Taylors built the hull and Gunn the small double-expansion steam engines. Legend has it that “*Giralda*”, a steel-hulled launch, was so fast as to be warned off the Thames but later used for the umpires at the Boat Race. So steam powered boats should have a special place in the heart of any Lagonda enthusiast.

We were particularly taken by “*Gelyce*” a 50ft tender launch. According to its plaque it was built in 1930, as the tender and yard launch to Sir Thomas Lipton’s last challenger for the America’s cup; the J-Class yacht *Shamrock V*.



Slipper launches - very 1930s



*"I know the road was blocked, but this short-cut is a bit drastic"
Guess what - it's an Amphicar!*

It also records that during the restoration three layers of structural mahogany veneers laid in “double diagonal then carvel fastened with modern epoxy”. Up to that last point I was mesmerised but modern epoxy, - what were they thinking about!

The star of the afternoon, as declared by the commentator, was the 92 foot Royal Barge, *Gloriana*, commissioned for the Jubilee River Pageant of 2012 to celebrate the Queen’s Diamond Jubilee. 60 craftsmen built it in just 19 weeks. She has a complement of 16 crew members who rowed this enormous barge along the course. The commentator also mentioned that the design of the barge, with its massive royal saloon toward the stern, prevents the skipper, Andrew on that day, from seeing where he is going. The barge designer was clearly not a royalist!

As for the “4 wheeled” side of

the show there was plenty to look at, though this was secondary to the main event.

The AMOC had a good turnout but there were all types of vintage car to be viewed and chatted about. But for me, the star of the afternoon was the amphibian six-wheeled Alvis Stalwart army truck. She was put through her paces and showed the boats a thing or two about crossing rivers. Most of us will know Alvis for their highly regarded vintage cars, not to mention their smooth gearboxes, but how many know of their military or fire fighting vehicles. Equally fascinating was the Amphicar Model 770, the first mass-produced amphibious car from the early 1960s.

All in all, a wonderful day and to be recommended. If the weather is as nice as it was this year, do take a picnic and sit yourself by the bank and let the day wash over you. ■



‘Gloriana’ - the Queen’s row-barge

GF 8843 - 'The Old Lady'- Part III

James Baxendale concludes the history of this early low chassis 2 litre

GF 8843 WAS in use by Viv Newman until 1979 (according to the last tax disc found on the car), after which she was stored and went into hibernation for 21 years. Martin Newman started to restore the car for his father in the early 1980s. The radiator was sent for refurbishing and parts for chroming. But when Martin moved to Bristol in 1984, the restoration was unfinished. GF 8843 remained in a half-finished state in a barn on Viv's farm at Bysouth. After his wife died in 1995, Viv finally decided it was time to sell. He met Roly Evans at a local car show and was very interested by the 1929 Riley Mk IV Tourer (VY 1039) that Roly had recently restored. He told Roly that he had a Lagonda that was in need of restoration. In the end they agreed a deal to swap the Riley for the Lagonda.

2000-02: Roly Evans



In need of restoration - 2000

Roly, now in his eighties, is a well-known vintage car restorer in South Wales. An article in the November 2000 issue of *The Automobile* recorded the state of the car when Roly found it as follows :

"When found, the bare chassis was up on breeze blocks and axle stands. The engine, gearbox and front and back axles were *in situ*. The open touring bodywork was supported on kitchen chairs, with other smaller components like brake shoes scattered about on the floor of barns. More delicate items, such as the instruments, carburettor and aluminium rocker covers, were found dry-stored in the loo of the adjoining farmhouse!"

Although most of the parts were found, the tachometer was missing. The dashboard also turned up after the restoration was finished, when the farm was being cleared out after Viv's death in 2003.

Roly took ten months to complete a total rebuild of GF 8843 (though he continued to work on her after she received her MOT in May 2001). Numerous photographs and a 20-minute video of the various stages of the rebuild fortunately came with the car. The photos and extensive receipts reveal replacement cycle wings, running boards, floor pans and

dashboard, as well as upholstery, carpets and hooding. Roly bound the steering wheel with cord (as he does with his other restorations). But



Under restoration - 2000

otherwise he was keen to keep the car as original as possible, using the existing parts. Self-evidently there is considerable expenditure (much of it from the Lagonda Club Spares Section) on brakes, clutch, shock absorbers, oil filter, water pump, timing gear, tyres and so on.

When Roly had finished the restoration, he proudly took her to the Abergavenny Steam Rally in June 2002. The following week, he drove GF 8843 with his wife, Josie, to a somewhat wet and windy Jersey Festival of Motoring (entry no 20, touring category). Tim Wadsworth, who also participated in the competitive category, reported on the Festival for the Club magazine. "This is what it's all about", Roly is heard to say in his home video of the event. In August 2002, Roly took GF 8843 to the Gower agricultural show in the grounds of Penrice Castle. Gareth Jones was introduced to Roly by fellow Lagonda Club member, Ted

Beaumont (owner of a 1932 2 litre Continental, GX 2336). Gareth had in fact been hoping to convince Ted to sell him his 1930's JAP engined 3-wheeler Morgan, without success. Gareth was greatly impressed with GF 8843 and the deal was done with a shake of the hands, purchasing the car for £29,000.

Roly also featured in the March 2018 issue of *The Automobile*, with an article on another car he was restoring. The article noted that he had completed 18 rebuilds or restorations.

2002-19 : Gareth Jones



Roly Evans & Gareth Jones, 2018

In Gareth's 16 years of ownership, GF 8843 was regularly taken to events in the South Wales area, including with the Swansea Historic Vehicle Register and the annual Under Milk Wood Classic Vehicle Run from Swansea to Pendine, via Dylan Thomas's house at Laugharne. Normally taken out in fine weather, there were few occasions to fit the side screens and hood, except to confine his large and exuberant dog Charlie. Gareth says that one of the perils of taking her to local car shows

was to find children and sundry adults – including on one occasion the Mayor of Swansea – climbing all over it, pulling knobs and fiddling with switches.

Gareth kept GF 8843 in pristine condition. She has now covered 7,800 miles since her rebuild, being driven at a leisurely 500 miles per year for much of Gareth's ownership, though less in the last five years due to his ill health.

I bought her from Gareth in January 2019, Tim Wadsworth and Len Cozzolino kindly giving up a day to provide me with initial driving lessons. Her first proper outing came with the Aston Martin Owners Club Concours at Wormsley in May and she attended the Annual Gathering at Wokefield in September. With luck, she will be clocking up many more miles over the next few years! ■

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



James, the current owner, departs in GF 8843

Picture from Barry Halton

The Two-Litre Lagonda Speed Model

THE Speed Model has been evolved as a result of the insistent demand by the public for a car having the wonderful efficiency which has made our "Semi-Sports" Model famous, unfettered by the weight and wind resistance which is unavoidable in that model. It has been possible, after much careful experiment, to produce a two-litre car, the engine efficiency of which has been actually increased to an amazing degree. This, coupled with higher and closer gear ratios and the placing of the engine as far back as possible in the chassis, in order to give the correct weight distribution, thus bringing the radiator behind the front axle, renders it a car suitable for really high speed work.

This chassis, fitted with our Speed Model 4-seater touring body, is guaranteed to attain a speed of 80 miles per hour on top gear and 70 miles per hour on third, and the gearbox is so designed that quick, silent changes can be made at these speeds.

In producing such a car, it has been fully realised that the highest standard of finish and general workmanship must be maintained, and to this end the ordinary exhaustive tests and inspection to which our cars are subjected have been considerably increased.

It is claimed that the advent of this beautiful model has opened out a new era of motoring for the sportsman and enthusiast.

CHASSIS SPECIFICATION

ENGINE.—Four-cylinder monobloc casting, with crank-case and cylinder block cast in one. Bore 72 m/m. Stroke 120 m/m C.G. 1954-32. R.A.C. rating 12.9 h.p. Tax £13. Overhead valves are fitted in the detachable head, which has hemispherical combustion chambers, machined all over. The inlet and exhaust valves are interchangeable and are operated direct by rockers from the two overhead camshafts, which are so placed that the cylinder head may be taken off without disturbing the valve timing. The tappet rockers are mounted on eccentric fulcrum pins, by which adjustment is easily made, and the bearings of these are fitted with forced feed lubrication.

CRANKSHAFT. which is of large diameter, is carried in five bearings of ample proportions, and is counter-balanced to relieve the bearings of all centrifugal load.

PISTONS are of light weight, thus eliminating all vibration. They are fitted on extra large hollow floating gudgeon pins.

CAMSHAFTS.—The two overhead camshafts are each carried in three large bearings and run entirely submerged in oil.

DYNAMO. 12-volt type, which is positively driven, is placed on the off side of the engine.

IGNITION is by high-tension magneto, which is set at right angles to the engine in a very accessible position, and is driven by skew-gearing off the offside camshaft.

COOLING is effected by a large honeycomb radiator and circulating water pump with thermostat control which is so arranged that it merely diverts the flow of water without restricting it, and thus avoids any overloading of the water pump when the thermostat is closed.

CARBURETTER.—Horizontal type, fed through "Autovac" system by 14-gallon tank at the rear of chassis. A petrol level gauge is fitted and also a filter on the suction pipe. A two-level tap is arranged to obviate the carrying of a spare petrol can.

STARTER.—12-volt type Electric Starter is fitted, the bendix gear and pinion of which are mounted on the engine; the starter, which is mounted on the frame, being coupled by means of a flexible joint.

LUBRICATION is of forced feed drilled crankshaft type by a special pump which draws its supply from a sump of 2 gallons capacity. A pressure gauge is fitted on the dashboard, and a specially designed strainer is placed on the suction side. A filler of large capacity is provided, in which is incorporated a large filter and dipper gauge showing the amount of oil in the sump. For emptying the sump, in place of the usual drain plug in the base, a valve is fitted which is operated from an accessible point above. Chassis lubrication is by Tecale-

mit grease gun system, and all points not easy of access are carried to a central position on each side of the frame. **CLUTCH** is mounted in the steel flywheel, and is of the single disc fabric-lined type, running dry.

GEARBOX is a separate unit provided with four forward speeds and reverse, and is mounted on flexible pads to ensure silence. Right hand change. The gears are mounted on short shafts of large diameter, the permanent mesh or spigot gear being supported by ball bearings on both sides. The speedometer drive is incorporated in the gearbox.

TRANSMISSION is by open propeller shaft, with a Universal joint at either end.

BACK AXLE.—Banjo type pressed steel, with aluminium inspection cover and gear housing. Final drive is by spiral bevel.

FRONT AXLE of H section special alloy steel, the steering pivots are of large dimensions, the weight being taken on ball thrust washers. The hubs, fitted with large brake drums, are mounted on roller bearings.

SPRINGING is by flat semi-elliptical springs, assisted by shock absorbers at front and rear. The rear springs are underslung.

BRAKES.—Six very efficient internal expanding type fabric-lined brakes are fitted. One pair of the rear brakes, together with the front wheel brakes, are operated by the pedal, and the second pair of rear brakes by the hand lever. The brake system is mounted on self-aligning ball bearings throughout and consists of a special arrangement of cables and chain links, which ensures maximum efficiency. Easy adjustment is provided.

STEERING is of the Marles type, and the steering-column is adjustable for rake.

WHEELS.—Detachable wire wheels are fitted, with low pressure Dunlop tyres, 31" x 5.25". Detachable steel artillery wheels are optional.

FRAME, of pressed steel, is inswept at the front and upswept at the rear.

PRINCIPAL DIMENSIONS.—Wheelbase, 10 ft. Track, 4 ft. 6 in. Ground clearance, 10 in. Weight of Chassis, 21 cwt.

GEAR RATIOS.—Top, 4.2; 3rd, 5.28; 2nd, 8.25; 1st, 13.2; rev., 13.2.

CHASSIS EQUIPMENT.—12-volt dynamo lighting and electric starting set, 7 lamps, electric horn, clock speedometer, thermometer, revolution counter, oil pressure gauge, dashboard petrol gauge, grease gun lubrication, spare wheel and tyre, shock absorbers, spring gaiters, foot pump, hydraulic jack, and complete tool kit.

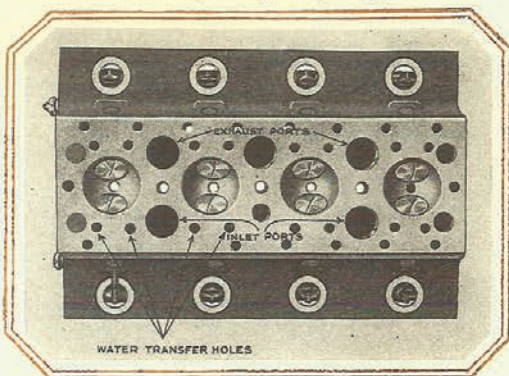
Chassis Price - - - £530

Some Features of LAGONDA Super Engineering Design

RECOGNISED standards of engine performance are definitely surpassed by Lagonda power units. This is due to advanced features of design amongst which, and of prime importance, is the employment of a combustion chamber of true hemispherical shape with all surfaces machined all over. This is the realisation of a theoretical ideal making possible the use of high compression ratios, without sacrifice of flexibility or danger of "pinking," and resulting in petrol consumption figures not to be equalled by other means. The adoption of this desirable design is made possible by the disposition of the valves at an angle of 90° , two camshafts being employed. The result is a highly efficient control of entry and exit of gases to cylinder, with economy in moving parts of the valve gear. The application of the above principles has attracted the particular interest of experts in engine design, giving evidence of the distinct advance which Lagonda practice has made.

Second only in importance to efficiency must be considered accessibility. Reference to illustrations on these pages will show that no mirror, special tools or personal contortions will be involved in the inspection or adjustment of any units. Magneto, carburetter, oil filler, filters and the like, are all conveniently approachable. In the case of the more extensive operation of periodical overhaul, similar convenience has been catered for, of particular interest being the ease with which decarbonising of cylinders can be carried out. An illustration shows clearly how simply this operation is performed without derangement of camshaft and timing gears, the head complete with valve rockers being removable by unscrewing 16 plain hexagon nuts accessibly placed on the top of the cylinder head. Closely allied to general engine efficiency, as well as of importance to comfort, is the question of balance. Lagonda crankshafts of exceptional strength and rigidity, made from the finest Sheffield steel, with balanced webs, and provided with the maximum number of bearings of generous proportions, ensure complete absence of vibration at all speeds. The crankshaft as well as the connecting rods and aluminium pistons, are independently balanced and the engines are free of all periods.

The introduction of the modern grease gun has done much to assist chassis greasing, but inaccessibility of the nipples renders the process still a long and messy proceeding, abhorrent to the owner. The unique centralised chassis lubrication system on Lagonda Cars is of particular interest. From a battery of nipples conveniently situated on the chassis frame every important bearing surface is reached by the application of grease guns and the whole chassis is lubricated in a few seconds.



View of underside of cylinder head.

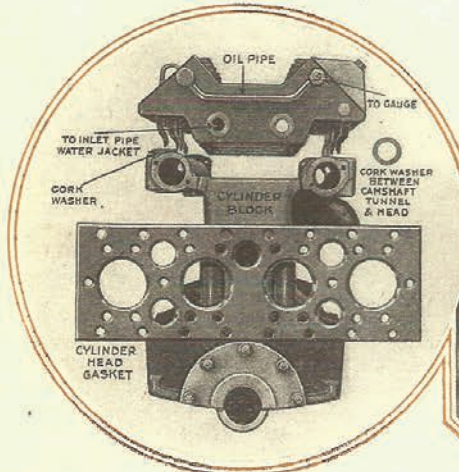
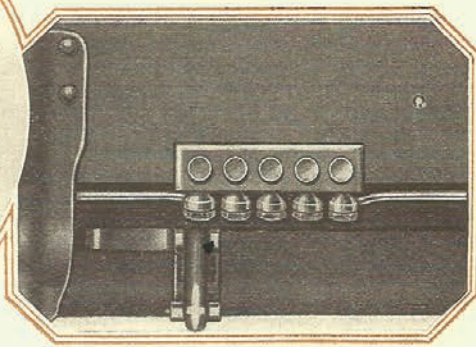
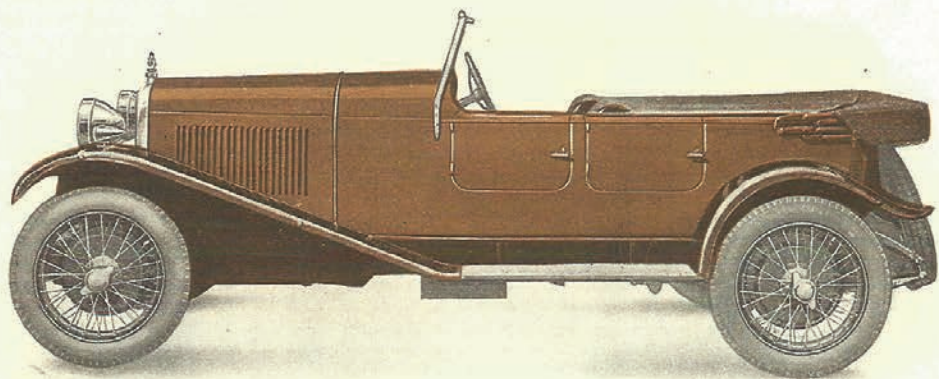


Illustration showing method of removing cylinder head.



View showing centralized chassis lubrication system.



The Two-Litre Speed Model 4-Seater Tourer - £695

THE beautiful lines of this model at a glance convey the impression of speed, yet the body has adequate width of seat and leg room for four passengers.

The front seats are separate with a wide range of adjustment. The body is panelled in aluminium, the whole of the exterior being covered with fabric, in order to reduce weight to a minimum. The upholstery, which is pneumatic throughout, is of the finest quality leather. Two doors are provided, giving easy access to all seats.

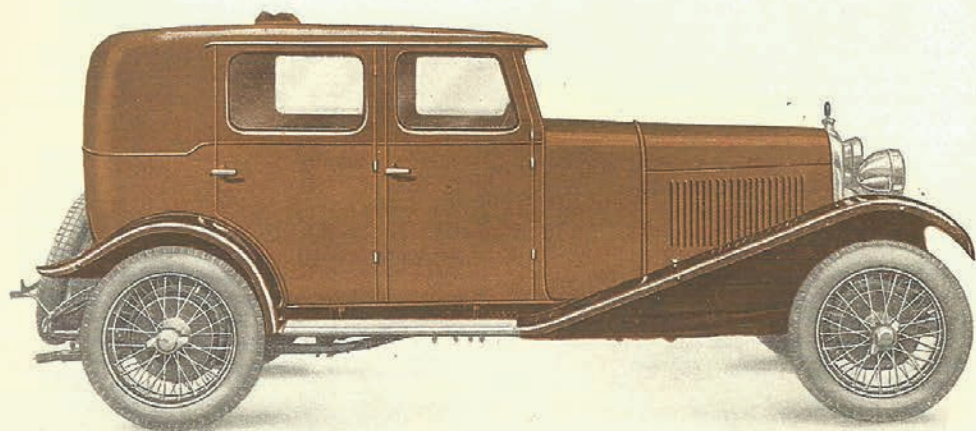
The top half of the raked windscreen is adjustable. Rigid all-weather side curtain equipment is provided.

The spare wheel is carried on a bracket at the rear over the petrol tank. A one-man hood of very attractive shape, together with all-weather side curtains, afford ample protection in bad weather, and the hood, when not in use, folds down very compactly at the rear of the body, and is enclosed in a hood cover. A tonneau cover is also included. A wide range of dual colour schemes is available.

The very full equipment as set out below includes deflecting device for headlights, and the instrument board is of the self-illuminating type.

Triplex glass is fitted to the windscreen.

The equipment includes:—12-volt dynamo lighting and electric starting set; 2 large headlights; 2 side and tail lamps; parking lights; spot light; Pyrene fire extinguisher; electric horn; clock; speedometer; revolution counter; thermometer; oil pressure gauge; dashboard petrol gauge; windscreen wiper; driving mirror; spare wheel and tyre; spring gaiters; licence holder; foot pump; hydraulic jack and complete set of tools.



The Two-Litre Speed Model "Weymann" Saloon - £795

THIS four-seater closed body is specially designed to give exceptional low mounting on the frame, adding to the attractive sporting lines of the car and increasing the road holding properties at high speeds.

The external covering being of fabric, and weight throughout having been carefully reduced wherever possible, the resultant saving in total weight permits the car to give a performance far superior to that usually expected from closed coachwork. A sloping adjustable windscreen is fitted which gives a wide range of vision.

The frameless plate glass windows run in felt-lined channels and are operated by window winders. An interior electric light is fitted over the rear seats. Two separate adjustable sliding seats are fitted to the front.

Upholstery, which is pneumatic throughout, is of the finest quality leather to harmonise with the fabric exterior, and the interior of the roof, to which a ventilator is fitted, is lined with cloth.

All rattles and body drumming are eliminated by virtue of the special design built under "Weymann" patents.

The equipment includes deflecting device for headlights and self-illuminated instrument board.

Triplex glass is fitted throughout.

The equipment includes:—12-volt dynamo lighting and electric starting set; 5 lamps; fog light; parking lights; companions; parcel net; ash tray; Pyrene fire extinguisher; step mats; electric horn; clock; speedometer; revolution counter; thermometer; oil pressure gauge; dashboard petrol gauge; windscreen wiper; driving mirror; rear blind; spare wheel and tyre; spring gaiters; licence holder; foot pump; hydraulic jack and complete set of tools.

Robin Alexander Kirkpatrick Colquhoun

(20th September 1930 ~ 19th November 2019)

Mike Heins remembers his friend and fellow Lagonda enthusiast

I FIRST MET Robin and his wife Mairwen in the mid 1970s when they were living in Leicestershire. At the time I was working in Leicester and travelling daily from Newport in Shropshire using my Lagonda Rapier 2 seater special as daily transport and passed their house on a regular basis.

Over the years Robin along with John Batt taught me all I needed to know about how to maintain and look after both my Lagonda Rapier and my Lagonda 2 litre High Chassis for which I am eternally grateful.

In recent years I managed to repay some of Robin's kindness by assisting him with the maintenance and repair of his beloved 2 litre PJ 4790. Over the last few years he became very frustrated when he was physically unable to do the work himself. I will never forget the extremely sad look on both his and Mairwen's faces when I drove PJ 4790 down their drive to take it home so I could sell the car on their behalf.

The day after Robin passed away the family contacted me and asked if it would be possible for me to transport his body in a wool felt 'leaf cocoon' coffin from their home to the burial field using my 2 litre Lagonda. This was a unique challenge but I was determined to find a way of achieving the family's request.

I constructed a temporary wooden frame over the passenger seats on the near side of the car and secured it using

ratchet straps and clamps to various places. The family thought Robin would really appreciate it if he could spend his last night before the burial in his coffin lying on the Lagonda parked in the garage where he spent many hours fettling his own cars. That evening Robin's three daughters Sian, Morag and Tessa decorated the car with a variety of evergreens from the family garden.

On the morning of the burial I drove the Lagonda out of the garage where Robin had spent the night and Mairwen's grandchildren assisted her getting into the off side rear seat so she could travel with her husband for the short drive to the Green Lane burial field and nature reserve. In the days leading up to the burial the weather had been dreadful but luckily on the day the sun shone on the Welsh hills surrounding a most beautiful setting.

Mairwen has written the following as a tribute to her late husband.

*I first saw Robin at a "Freshers" Dance at University in Birmingham. He asked me where I came from. When I said the Ogmores Valley in South Wales, he replied that he had been living there the previous summer. I replied "B***** liar!" However, it turned out, as a mining student on work experience, he had been living in my home valley, lodging in a school friend's mother's house. The next time I saw him, he was winning a prize in*



On a rally in Carovana in Italy in the 1980s



On a rally in Catalonia in the 1970s

Pictures from Mairwen Colquhoun

a student rag day competition to get a car wheel off the ground and spin it in the shortest time. While most people had to get their car jacks out, he simply lifted up his Austin 7!

After the Austin 7, Robin had a Jowett, which he lost during a trip to Scotland. The Jowett broke down on a steep road pass, known as 'Rest and Be Thankful' and as he couldn't afford to pay the local garage to repair it, he left the Jowett with them. Fifty years later he accidentally met the current owners of the car and was delighted to discover that it had a new life! Following an Austin 10 and an MG, Robin acquired the 2 Litre Lagonda, PJ4790, in around 1954. He came to my home and asked me to go up to London with him to look for a car but father said 'No'. However, on the way back Robin called by to show me the rather battered Lagonda he had apparently chosen over a Bentley. During my first drive in the 2 Litre, it poured with rain and there was no hood. A little while later, Robin drove the car through a ford and it took all my savings to repair it! Essential maintenance work on the 2 Litre was necessary and this was when we discovered Ivan Forshaw and the Lagonda club, which Robin joined in 1956.

In February 1958, setting off on our honeymoon, we drove over a remote Welsh mountain in torrential rain and ran into a landslide. We had no spare tyre. When a passing vehicle eventually came by, we cadged a lift to get the tyre repaired. When we finally reached our destination, Robin and I both went down with gastric flu! On arriving back at our first home, which was the Colliery Manager's house in

Bryn, near Maesteg, Robin put the 2 Litre into the garage. As I stared into its headlights I said to the car: 'You're for the knacker's yard, old girl!' However, the car was with us for another sixty years.

After the honeymoon, we had a Morris Ten to tide us over. The decision was taken to restore rather than sell the 2 Litre and in next to no time, all you could see in the garage was a chassis and a bare bones body. In the inspection pit, lots of bits and bobs were lurking and the spare bedrooms increasingly had engine and body parts hung up in them to be rustproofed, undercoated, top coated etc. I think I applied six or seven coats of various coach coverings. Meanwhile the Morris Ten began to look a little the worse for wear so we invested twenty pounds in a Morris Twenty.

Eventually, the Lagonda was restored, the Morris Ten was sold for a pound to the rag and bone man and Robin offered to exchange the Morris Twenty for two bottles of beer. This car was in working order and the buyer refused to pay less than a quarter bottle of whisky for it. The deal was done, the bottle was cracked to seal the deal, and the new owner was stopped by the police as he was driving the car away!

Robin's work as HM Inspector of Mines meant that we had to move from Bryn to Northumberland in 1961. The Lagonda lived there for the next thirteen years before moving to Leicestershire for another thirteen years and then on to Powys for retirement. Over the years a few other cars were enjoyed, including an MG, an ex-police Wolsey, an M45, two Lagonda Rapiers, an early Talbot and

a modern Saab convertible.

The 2 Litre was our trusty workhorse car who was with us for almost all our adventures, everyday duties and holidays. The three of us visited twenty-eight European countries with very happy memories. Sometimes three daughters, a Labrador and, on

one occasion, even an extra French student were all squashed in! In no particular order, the countries that the 2 Litre visited were: Scotland, England, Ireland, Wales, France, Belgium, Holland, Denmark, Norway, Sweden, Poland, Germany, Hungary, Romania, Ukraine, Switzerland, Italy, Slovenia, Serbia, Croatia, Bosnia-Herzegovina, Greece, Sardinia, Portugal, Spain, Andorra, Luxembourg and San Marino. We made many friends during our travels.

In July 2017, Robin drove us in the 2 Litre for the last time. He had made the decision to sell it. I tried to persuade him to keep the Lagonda to gain comfort from owning it but Robin's view was that to be really enjoyed, a car must be used.



*Robin in his well-equipped garage,
sitting in his favourite car.*



Final journey

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

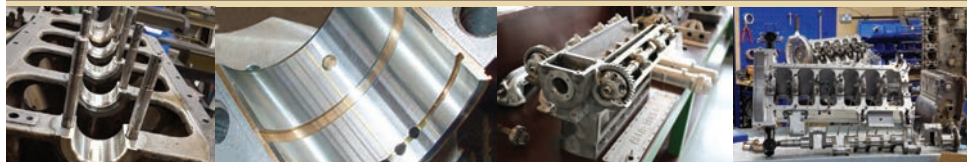
FORMHALLS

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

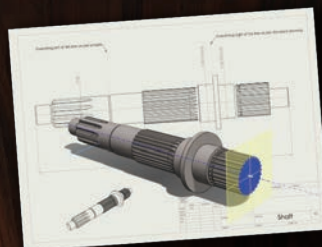
HISTORIC

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



Captain John's Lagonda

Barry Stiff hears from a previous owner of his 2 litre

ISN'T IT WONDERFUL when a previously unknown piece of your Lagonda's history comes to light!

I remember three years ago, as a newcomer to the marque, being advised to be wary of buying a "bitsa". Bitsa was a new word for me, and I found the advice rather scary.

A bitsa can, of course, be completely acceptable and a lot of fun but it's undeniably pleasing to find some solid evidence that your chosen and cherished Lagonda really did stalk the streets many years ago, looking pretty much as it does today. Such a piece of evidence about my car arrived recently in the form of an enquiry to the Club from one Captain John Aston RN (Rtd). "Does my old Lagonda 2 Litre, GX 188 still exist?" he asked. It certainly does!

Captain John (as he prefers to be known) and I exchanged a number of photographs and charming emails in which he reminds us of those days fifty or sixty years ago when, for many of us, owning an old car was a hopefully inexpensive stop-gap before we could afford "something better." His multi-Lagonda owning friends Ranald and Su Coyne had introduced him to the marque. Len Cozzolino tells me that a Mr R Coyne, presumably Ranald, was a Club member for a period between 1952 and 1962, at that time owning YV 6223, a car listed today as a 14/60.

Captain John sent me two photographs of GX 188 taken during his ownership from 1962 to 1964. One

shows the aforementioned Su Coyne standing alongside the car looking very much as it does now. There is, however, one notable exception: the stone-guard "diamond" which, as you can see, was constructed from curly black telephone receiver cable. This surely is an early and creditable example of recycling, although I do prefer the chromed diamond GX it has now.

The other, circa 1963, photo shows a then Lieutenant John Aston at the wheel. He and GX have been pressed into wedding service, driving his term-mate Lieut. Bill Ellison and his new wife Mary from their reception at HMS Dolphin, the Royal Navy's submarine base at the entrance to Portsmouth Harbour.

Captain John studied for his BSc in engineering at the Royal Naval College, Greenwich, and it is clear from his account of GX 188 experiences that his two year ownership yielded plenty of opportunity to exercise his practical skills. Here are a few examples, the nature of which will not be unfamiliar to many of our Club members:

- When the accelerator linkage broke,





Capt. John driving GX 188 at HMS Dolphin c1963



Su Coyle with Capt. John's Lagonda c1963

controlled road speed using the ignition key

- Filling the radiator from a stream
- Persistent problems with the coolant pump which leaked water into the sump
- Being escorted home by another car when the lights failed
- Being surprised that the engine burst into life when hand cranking it with the battery disconnected
- Topping-up with a gallon of oil
- Having the cylinders re-bored and larger pistons fitted while away at sea in HMS Hampshire, a guided missile destroyer (this is probably outside the experience of most of our readers)
- Many hours spent tuning the carburettors

What has come through most strongly during my communications with Captain John is the warmth of his reminiscences; the fond connection between the car and notable events in his life almost sixty years ago, such as his observation that his period of ownership “matches the months I was with my girlfriends at the time”

and extricating GX from a pothole “with help from Angela, my cherished girlfriend”.

He also describes an after dark, post-party incident at London’s Hyde Park Corner when, as he euphemistically puts it, his car “came into contact with another vehicle”; and another occasion when a petrol tank leak was repaired without charge because the garage owner was so pleased by the opportunity to show his 1960s apprentices the underside marvels of a vintage chassis.

For me, the most entertaining moment while sharing stories about the car was when Captain John assured me that, “... the Lagonda was not a perambulating fornicatorium, as we called an old Sunbeam owned by my degree course officer at the Royal Naval College.” I think we can infer from the respectful references to his girlfriends that this was indeed the case. Clearly, GX 188 – and its officer-and-gentleman owner – were dedicated to higher and much more honourable pursuits. ■



GX 188 today. Spot the differences

Clock Stands the Test of Time

Mike Dufton does some 'winding up'

THE OTHER DAY WHILST surveying the work needed to restore ETV 199's body I noticed the clock on the dashboard was readily detachable by two spring wire clips, it was thus removed for safe keeping.

Idly musing as to whether the clock might still work, it did look very corroded, curiosity overcame me and I tentatively turned the winding handle just a turn or two, to an audible clicking! Moving attention to the setting of the hands, the central knob freely rotated both hands. A couple of shakes later, it started ticking, and continued to do so, keeping good time, until the spring wound down!

Bearing in mind this clock has sat in the dashboard, unused, for over sixty years in a damp barn, I would

deem this quite a result, and shows time can stand still and also re-start!

One technical query has arisen from this, the Smiths Clock appears original, possibly to when the car was a 14/60 Saloon (1927-1937), but the glass retaining bezel was hinged, but has been partly soldered to an outer canister which has two studs either side at the rear to allow the spring clips to retain it. The rear of this canister has been crudely hacked open to allow access to the winding mechanism and time adjustment. My assumption is that this has been done to accommodate the clock within the subsequent T2 body and dashboard replacement, and the perpetrator has adapted 'conversion' parts! Any thoughts are gratefully received. ■



M45 Boot Lid Repair

By Michael Drakeford

ON THE M45 there is a boot. It is not a big one, but better than none at all. After 86 years, the two pegs holding the boot had become a problem. They wobbled, and the securing screws were not only difficult to get at, but the wood had worn and the holes had become misshaped. Just screwing them tighter was not an option. We have owned the car for 22 years and when we bought it in 1997 there was a leather strap to ensure the boot would not open once shut.

A short while ago I lent the car to Miles Toulson-Clarke, a club member and proprietor of Spencer Lane-Jones Ltd., of Warminster. He wanted to reconstruct the rear of his car and copy the wings of an original M45. As a *quid pro quo*, he agreed that his men would tighten up my 'difficult to get to' screws.

On investigation it was soon found that the job would not be easy. The trouble was that to get to the screws, and repair the wood, it would be necessary to remove the wooden blocks that hold the boot lid brackets and take the enormous weight of a spare wheel. Over the years the bolts had seized in these blocks. Not only that but, as can be seen in Photo A, these were clearly fitted and drilled at an angle, making removal impossible without removing the bolts AFTER removing the bodywork!! Even if the bolts had been at right angles the blocks could not be removed because they were fixed to the wood frame before the metal body skin was formed. This

meant almost certainly that, even if the blocks came off, the long bolts could not be replaced, as they could not be held tight should the block be re-fitted. Thus it is impossible to simply make repairs. It was therefore agreed to remove the boot, and look for a solution. It became clear that it would be necessary to form the brackets on each side of the inner boot, that would run along the wood frame and secure both the block and the metal bracket that holds the pegs to catch and fix the boot lid. The two long bolts were welded into place, and the four screws to hold the peg were replaced by bolts also welded to the frame. The brackets and the six bolts on each side are shown in Photo B. The final Photo C shows how the now-detachable metal former fits along the body frame.

One issue that did arise was that while the fixed pegs are at right angles the boot, when closing, does so in an arch. Thus there is always a need for extreme accuracy. Because the body is flexible, a degree of movement in the peg can help. It was found that a soft-layered spring washer on bracket at the outside of the peg allows the small amount of movement for a perfect fit.

Having discovered this boot problem is mainly due to the age of our cars, similar fittings have been made for Miles's T7 bodied M45, and another early M45 well known to the club. They call it the Drakeford solution! You now know where to go

should you want this problem fixed.

Addendum. We still have the leather strap around the spare wheel. After being there for nearly a quarter of a century it may be redundant, but it is a feature of the car. In the same way, there are four holes in the bodywork

around the boot lid. These go nowhere but remain because, like Miles' car too, they were there for a detachable luggage grid when the cars were made. If anyone has a photograph of such a grid on an M45, do let me know. See page 34 of Arnold Davey's book *Lagonda 4 ½ Litre & V12 In Detail*. ■

Photo A: ▶

This is one of the blocks that holds the bracket for the lid. The white dots show entry and exit of the bolts from the body frame, drilled at different angles.



Photo B: ▼

Showing the substantial steel bracket affixed to the near-side inner wood frame. The two long bolts for the wooden block are clearly shown along with the four smaller bolts for the peg, arrowed.



Photo C: ▲

Shows the completed repair bracket in situ, with accessible nuts for the block holding the bracket, and those holding the peg.

Connie, Up and Running!

Ken Painter is a happy man...

Ken sent this report some time ago – ‘Connie’ is the 12/24 companion to Ken Jeddere-Fisher’s ‘Wilbur’.

IT’S DONE. CONNIE is mobile again. I never thought that it would all take so long, but it was worth the effort.

With most of the important mechanical aspects sorted, I had time to deal with Connie’s cosmetic flaws. The headlight shells were badly cracked and seriously dented. I can’t find any in better condition at a sensible price and it took a local specialist a very long time to restore them. After more than two years of searching, two original CAV badges were sourced to fill the holes in the tops of the shells. When I bought Connie, one headlamp was almost three inches ahead of the other. After careful tweaking of their brackets, they are now in line.

All four wings were removed, to repair breaks, dents and damaged paintwork. I stripped them myself and found that the condition of one, under a thick layer of filler, suggested that whoever had repaired it originally did Colin Mallett no favours. My local specialist repaired them very quickly, with some of the earlier and clumsy repairs cut out and new metal grafted in. After checking them for fit and brackets adjusted, the wings were painted professionally whilst I carried on with the rest of the work. A stripped thread in the clutch operating mechanism was helicoiled. A new choke cable was fitted, as the earlier one was really too short. A

period manual windscreen wiper was restored and fitted and the wooden dashboard tidied a little, but I would like a replica of the steel dashboard fitted to the 12/24 tourer.

Early light cars are very slow, and this needs to be made obvious to other road users. Slow agricultural vehicles now have random-flashing amber lights at the rear. I chose one with three amber LEDs that can be programmed from a range of 14 flashing patterns. It fits neatly below the rear number plate, is barely visible when switched off but very obvious when it is working.

Connie’s spare wheel had been repaired years ago, but was no longer safe to use. In November 2011, James Greenwood contacted me. He had an unidentified 19-inch artillery wheel in his garage. I sent him a rubbing of the Lagonda wheel centre. The pitch circle diameter of his wheel stud holes was different and wouldn’t fit a Lagonda, but, even in the fifties, owners were drilling and sleeving new sets of holes between the originals, and the wheel was expertly modified by my local engineers. All five wheels were bead blasted and powder coated black. The process can’t hide the effects of 90 years of use and/or neglect, but they look very much better for it.

In spite of having three hinges, Connie’s one small door sagged very badly. Since 1923, people had leaned on the rear edge of the door as they climbed in or out and the hinge pins were very worn. The door was removed and the hinges repaired. Now

it opens and shuts perfectly.

A 1924 article on maintaining the 12/24 suggested that a 75 main jet in the carburettor, instead of the original 70, would give improved performance. I bought a new one at a Beaulieu Autojumble, but have yet to fit it, as I want to make an on-the-road comparison of the two jet sizes. The 75 jet was the standard fitting for the 11·9, so why was the 12/24 fitted with the smaller size? The only functional difference between the early 12/24 carburettor and the modified version on the later 12/24 is the position of the air inlet.

At a very late stage, I decided to re-wire the car. The new indicators, brake lights and my flashing warning lights on the rear really made this advisable. Connie was converted to a twelve-volt system many years ago, with a Morris Minor regulator replacing the original cut-out. This has been retained for now, but it will be replaced by a new, electronic, regulator fitted inside Connie's original cut-out casing. The ammeter never showed any charge, so I checked the dynamo. The bush at the 'driven' end was worn, so the internals were flooded with engine oil. A replacement 12 volt dynamo of slightly newer vintage was found, overhauled and fitted. I added an eight fuse panel, as I have already had one vehicle destroyed by fire in the past and don't want another!

My last task was to take a fresh look at the complex system for operating the four-wheel brakes. As I had never seen an original setup, it was very difficult to work out exactly how Lagonda had linked the front and rear brakes when they changed to a four-wheel braking system. Connie has new brake drums and newly re-lined brake

shoes, but Colin had modified the original brake linkage, as vital original parts were missing when he bought the derelict car. A mechanic working for the next owner then made further, unsuccessful, modifications, which ruined Colin's good work. Under the floorboards, a pivot shaft had pulled out from its fixing point. It had lost its lock nut, the fixing point was twisted some 20° out of line, the hole for the pivot shaft was distorted, and had cracks running from it. Slack in the system now took up over half of the brake pedal's range of movement.

I cut away the damaged part of the mounting and welded in a new piece of steel, with a new pivot hole drilled through it. Re-connecting the system I inherited when I bought the car showed no serious improvement and I was baffled, until David Hill took a series of photos of his saloon's original and very effective brake linkage. Now, for the first time, I could see why my brakes didn't work. Originally the linkage between front and rear systems utilised a pulley wheel connected to the brake pedal; a cable ran from the rear brakes, around the pulley wheel, to the front brake linkage. I couldn't find any original parts to use or to copy, so I made a pivot bar that effectively does the same job, using rods to replace the original cable. If original parts are ever found, my modified system could be replaced in a matter of hours.

A pair of ball races in the front brakes' cross shaft was replaced. The clevis forks and their pins were replaced, and over-sized pivot holes in the levers were filled and re-drilled. The rivets clamping the brake pedal to the brake cross shaft were loose and creating more lost movement in the

system, so this too was rectified. The system now works properly, but the work took much of the summer.

A very last minute snag occurred, when the exhaust manifold was knocked off the bench by a visitor and broke the flange connecting it to the exhaust pipe. I had a spare, but it had no flange at all, so both were taken to Cast Iron Welding Services and repaired properly, but not cheaply!

I can't claim to be an expert on the early cars. There is a huge amount still to learn, but acquiring copies of every available article written during their production span has been a great help. Current and former owners have been equally helpful and I must give credit and thanks to those who have helped me since Connie came into my life.

Colin Mallet found and restored Connie originally. He suggested that she might be for sale if I approached the owner and he helped load, deliver and unload her when she was trailered to my garage. Since then he has been a regular source of advice, encouragement and some very welcome spares. He has even machined new parts for me, when we found terminal wear in the old ones.

Arnold Davey and Valerie Bugler copied their files on the early cars and, in return, I sent them copies of everything I collected. Everything we learn about them, no matter how apparently insignificant, is shared between us. Jeremy Oates is generous with his time, his advice, and his readiness to offer me rare spares from his collection. When I first visited him, he pressed a Zenith carburettor jet key into my hand, the first of several gifts. His adventures with "The Little Brown Car" (now renamed Lilly by her new

owners) were one of the factors that encouraged me to buy a 12/24.

Peter Jones owned a 12/24 from 1967 to 1978. With the car, he inherited a notebook, opened in 1956 by the car's then new owner and maintained by subsequent owners. It lists every owner from new, up to and including Peter, has diagrams and technical information from Alan Audsley and others, and details all the work that each owner had done on the car. He passed the book to me, as the Light Cars' Model Champion and I scanned all of its relevant contents onto my computer.

Robin Aikman encouraged me to check the spares he bought with "Wilbur" and gave me a vital part of the clutch assembly when I discovered the very worn condition of the original.

David Hill took the trouble to dismantle his carburettor to confirm the correct jet sizes for me. (My photocopied handbook has some inaccurate handwritten notes on the carburettor and its jets!) He also photographed his brake linkage for me. The under-floor space next to the gearbox is a difficult place to take informative pictures, but they told me all I needed to know.

Gary Hansen gave me details of the work he did to improve his 11-9. Some of this could benefit Connie and other light cars as well.

Steve Lawrence loaned his dismantled 11-1 gearbox, so that we can make proper engineering drawings of its internals for future reference.

Patrick Jacob's website was a wonderful source of information. He emailed me regularly and was a constant source of advice. It is a great pity that he closed down the site after he sold his car.

Mark Yeomans acquired an 11.9 coupe and has sourced pistons and valves on the Club's behalf. He gave me advice on how to modify Austin Light Twelve pistons to fit the 11.9 and 12/24 models, as original Lagonda pistons are no longer available. This is now on the Spares website.

The VSCC, the National Motor Museum and the British Library provided photocopies of every article on the light cars they held in their archives. I scanned and saved all the adverts, pictures and articles in the unbound issues of *"The Autocar"* from 1913 to 1926, held by Nick Portway, all 728 magazines. It is surprising just how much was found on the light cars that was not listed in the magazine contents. Now I have scans of 410 pages from magazines, or extracts from period books and have created three files, one for each of the light car models.

I haven't seen a complete run of *"Cyclecar"*, which later became *"Light Car and Cyclecar"* and, in 1931, *"Light Car"*, but I live in hope. It was published by Temple Press, who also published *"The Motor"*. The Iliffe Press published *"The Autocar"* and, for a short time, *"The Light Car for Men and Women"*. I have never seen this rarity. Do you know where I might find copies?

With this archive material, and building on the pioneering work of Alan Audsley, Arthur Jeddere Fisher, Arnold Davey and others, we probably know more about the light cars now, than at any time in the Club's history.

If you have never experienced the unique delights of the light cars, you might regard the small, but growing, band of light car enthusiasts as the Club's lunatic fringe. You could be right of course, but you simply don't know what you are missing! ■



'Connie' now able to join in the fun

An 11-9 at Brooklands

Ken Painter unearths an interesting photo and adds one of his own

THE FIRST PHOTO was taken at the Club's Centennial Celebrations at Brooklands on 18th July 1999 and shows BC 6389, the 11·9 then owned by John Roberts, making a brave climb up the ferocious test hill. It isn't possible to read the registration number, but enlarging the photo revealed two very important clues as to its ownership - the car has yellow wheels and the one-piece windscreen unique to the K model.

This is the only known surviving K type and was purchased from the son of the chief vet in Regents Park Zoo by Alan and Nancy Audsley. Alan drove it all the way home from Regents Park to Gerrards Cross trying to avoid changing gear, as the shaft from clutch to gearbox had been installed the wrong way round and the noise when the clutch pedal was depressed was horrendous.

Once home, Alan quickly corrected the drive shaft problem, then he fitted a starter motor and a windscreen wiper from his collection of spares, as these were not included as standard equipment on the minimalist K model.

Titus, Nancy's 11·9, was temporarily off the road after what Alan described as "a slight difference of opinion over rights of way at a road junction", so Kay, as they called their latest acquisition, stood in for him whilst he was put to rights. Once Titus was repaired and refurbished, Kay became rather surplus to requirements, but Don and Freda Roberts had shown a keen interest in her and she quickly

joined their family, remaining with them and then their son John for many years.

Chris Bird bought the car from John Roberts in September 2002 and, for a short time, was a member of the Club. As we could offer owners of Light Cars little or nothing at the time, he left us after a few years. So far, my efforts to persuade him to re-join have fallen on deaf ears, but I keep trying. He lives about 30 miles from me, just outside Ipswich, and the second photo shows us parked together at a local event in April 2011. It is the only 11·9 with yellow wheels that is known to the Club.

The car originally had a very basic "three lamps" lighting set, with a single rear light and two, dimmable, headlights. These were switched from parallel to series wiring to dim them so that they wouldn't dazzle approaching drivers. Two small six volt lights are challenging enough, but imagine how dim they must have been when the current dropped to just three volts. It now boasts 'proper' sidelights, and headlights, which must make the prospect of night-time driving less worrying.

It has indicators, a speedometer and a clock as well, a far cry from the spartan level of equipment the car had from new, when all that the dashboard carried was a CAV switch panel and a magneto switch, with the rubber bulb for the horn fitted through the wooden frame below the windscreen.

We have lost track of Titus, but I

suspect that a member of the Northern Ballet, who proudly announced in an article published on the Internet a short time ago that he had bought an 11.9 Lagonda, might own him. So far,

my attempts to contact him have been unsuccessful. Owners of Lagonda Light Cars who are not members of the Club seem to be extremely shy... ■





*The 11.9, now owned by BishopGray, at the 2019 Annual Gathering
Picture from Barry Halton*



*The Editor's 12-24 when run by Arthur Jeddere-Fisher. Does anyone know when
(must be pre-1955) and where this picture was taken?*

THE TEN COMMANDMENTS FOR LAGONDA MAINTENANCE

Etched by 'Sword' into the 'John-Stones'

KEEP THY LAGONDA and its engine clean and in adjustment, that thy life in its company shall be long and happy.

Know thy Lagonda and all its workings in detail, else thou may be in some unholy spot.

Be not wise in thine own conceit. Remember well the instructions in the Club's Green Manuals, and keep them holy, lest repairs be thine undoing.

Be not loose in thy jaw hinges, for no man knoweth all about Lagondas. The wise man absorbeth much knowledge and exceedeth little, and he that so doeth shall gain high repute amongst his fellows.

For all things in this life that thou desirest thou shalt pay plenty, and for the wisdom of experience no less. Advice from the multitudes costeth nothing, and is usually worth just that.

In books thou mayest read what to do and when, but only the voice of experience can tell thee why and how, else thy reading of what and when shall but plague thee with smoke.

God maketh the Earth to turn endlessly without bearings and without oil, but not thine engine and gears. Be thou ever diligent with oilcan and grease gun.

Curse not thine engine when it turneth not. Curse rather thine own stupidity.

Steam engines and gas engines may long turn over when sloppy, but not the driveline in thy Lagonda. With gauges and mikes be thou ever busy.

The Eternal Eye watcheth over all things, but thou shalt not rely upon it as to thy Lagonda. Thine own vigilance is the price thou payest for trouble-free journeys.

Plagiarised and amended from a list published in 'The Marine Engineer'

Letters & emails ... Letters & emails

Dear Roger,

John (Doc) Turner was a great northern member who died last December aged 96!

Although an obituary was included in the January Newsletter, could the attached pictures please be included in the Magazine.

The first shows John with his LG6 DHC at Cropton Classic Car & Bike Show in August 2011.

The second shows him and wife Ruth at home in August 2018.

Kind regards
David Hine



Letters & emails ... Letters & emails

Dear Roger

I thought people might be interested to see the progress with my (originally my father's) LG45 special. Inevitably progress is slow and what was a rebody is now turning into a full restoration. If a job is worth doing.....

I have a non standard (and substandard front nearside spring) and if anyone can help with a genuine item I would be very grateful for an appropriate consideration of course.

Best, Michael Mahony



Letters & emails ... Letters & emails

Dear Roger,

Thank you for the latest issue 261.

Unfortunately, there were two errors in the article by James Baxendale.

Firstly, the Short Sunderland was a flying boat, not a seaplane.

Secondly, the great Bill Boddy was not really 'founder editor' of *Motor Sport*. The excellent tribute issue of September 2011, after his death, said that in fact 'nine or ten' men had been

editor before him.

But certainly he was the man who created *Motor Sport* as we knew it in its great days and indeed the magazine actually referred to him latterly as 'founder editor' so the error is understandable in younger members. I met him once and found him quite shy in person but he was fearless on paper.

Best regards
Brian Cook C31

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 regrinding (including offset)
- cylinder head refacing
- flywheel grinding & lightening
- 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
Precision Engine & Component Specialists
MORE THAN 75 YEARS STRONG

Tel: 01708 748320 Fax: 01708 733266
Email: sales@gosnays.co.uk www.gosnays.co.uk



CLASSIC AND VINTAGE CARS

— restoration - service - sales —



Your experienced Lagonda specialist for the Continent

T.: +32 (0)3 354.05.52 - info@lmbracing.be - www.lmbracing.be
Wijnegemsteenweg 110, 2160 Wommelgem, Belgium



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
W: www.bishopgray.com

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