

# THE *Lagonda*

No. 65

Spring 1969



THE MAGAZINE OF THE LAGONDA CLUB



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## MAGAZINE

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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors.

FRONT COVER: Bud Habersin's immaculately restored Rapier which does much credit to its owner's patience and skill.



## NOTES, NEWS AND ANNOUNCEMENTS

Our Swedish member NILS NILSSON reports that in Göteborg there is a shop named Lagonda that sells nothing but watches bearing the famous name. They are reputed to be genuine Swiss super luxury watches and he asks if anyone has ever had a watch named Lagonda.

Perhaps some of our Swiss members can shed some light on this make as it does not seem to be known in England.

\* \* \* \* \*

JIM WHITEHEAD our Australian representative who is in Europe for the next few months has tracked down a DB. Rapide to take back home with him to join his Lagonda stable. Asked how many this made, he came to the conclusion after some thought that it would now be eight. Included are a fair sprinkling of V.12's and LG.6's with the rest made up of David Brown models.

\* \* \* \* \*

"SPECIAL" BUILDING is getting under way for the coming season. Herb Schofield has some spare time again and is now embarking on a real competition 4½-litre which should be so light that it might out-drag Elder's Rapier to the "Motor" bridge. Henry Coates's rather more luxurious LG45/3½/everything else is well on its way to completion and should be out this year.

What of the BRIAN MORGAN Rapier special? Not a word since the summer but it is thought unlikely that no progress has been made. How goes it Brian?

\* \* \* \* \*

Several brave attempts are being made to manufacture GEARS for the 2-litre and LG.45 gear-boxes. In case these flounder through lack of support would-be purchasers should remember that in 1926 a 23-tooth pinion cost £1 16s. and a 30-tooth one £2 1s. 6d. so for a 42-year gap the price now quoted does not seem too bad.

\* \* \* \* \*

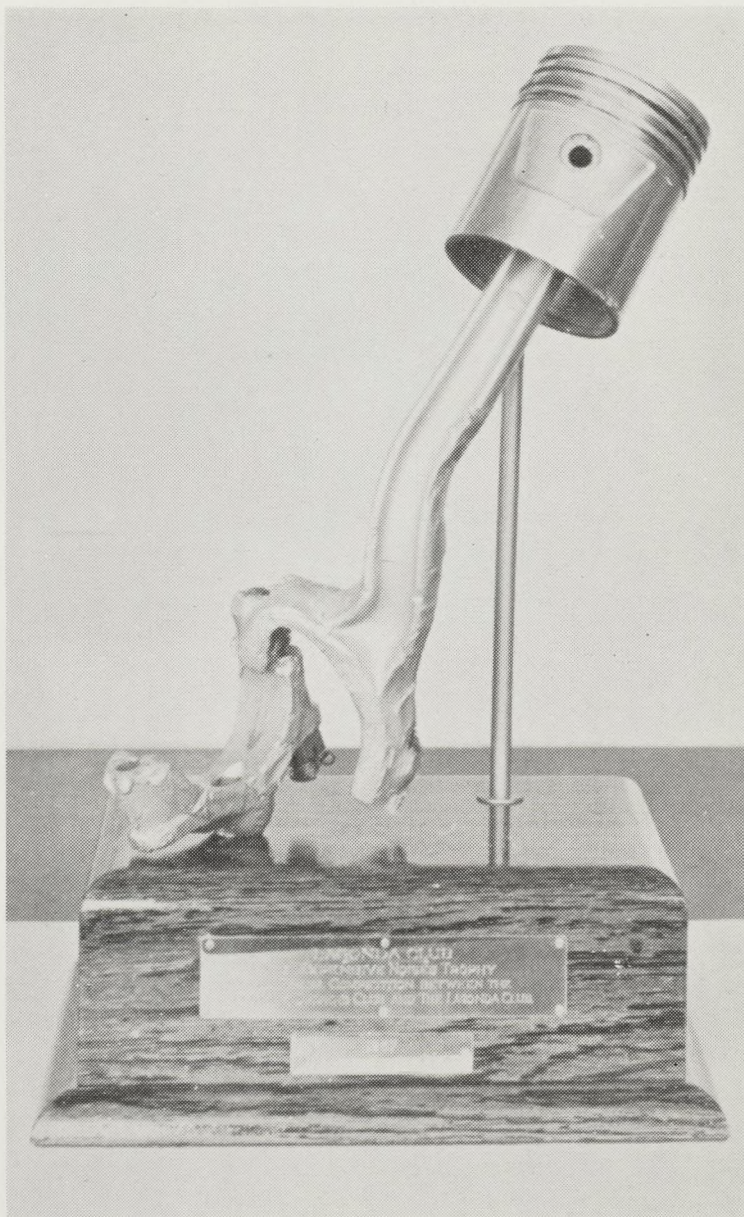
HARRY GOSTLING has come across one of the Lagonda Works panel beaters. A MR. RICKARD living at Holly Road, Twickenham, Middlx. He is willing to quote members for panel work from a 2-litre front apron, cycle-type wings up to a complete body with louvred bonnet! Telephone number is 01-892 4668 if anyone is interested.

## BOOK RECEIVED

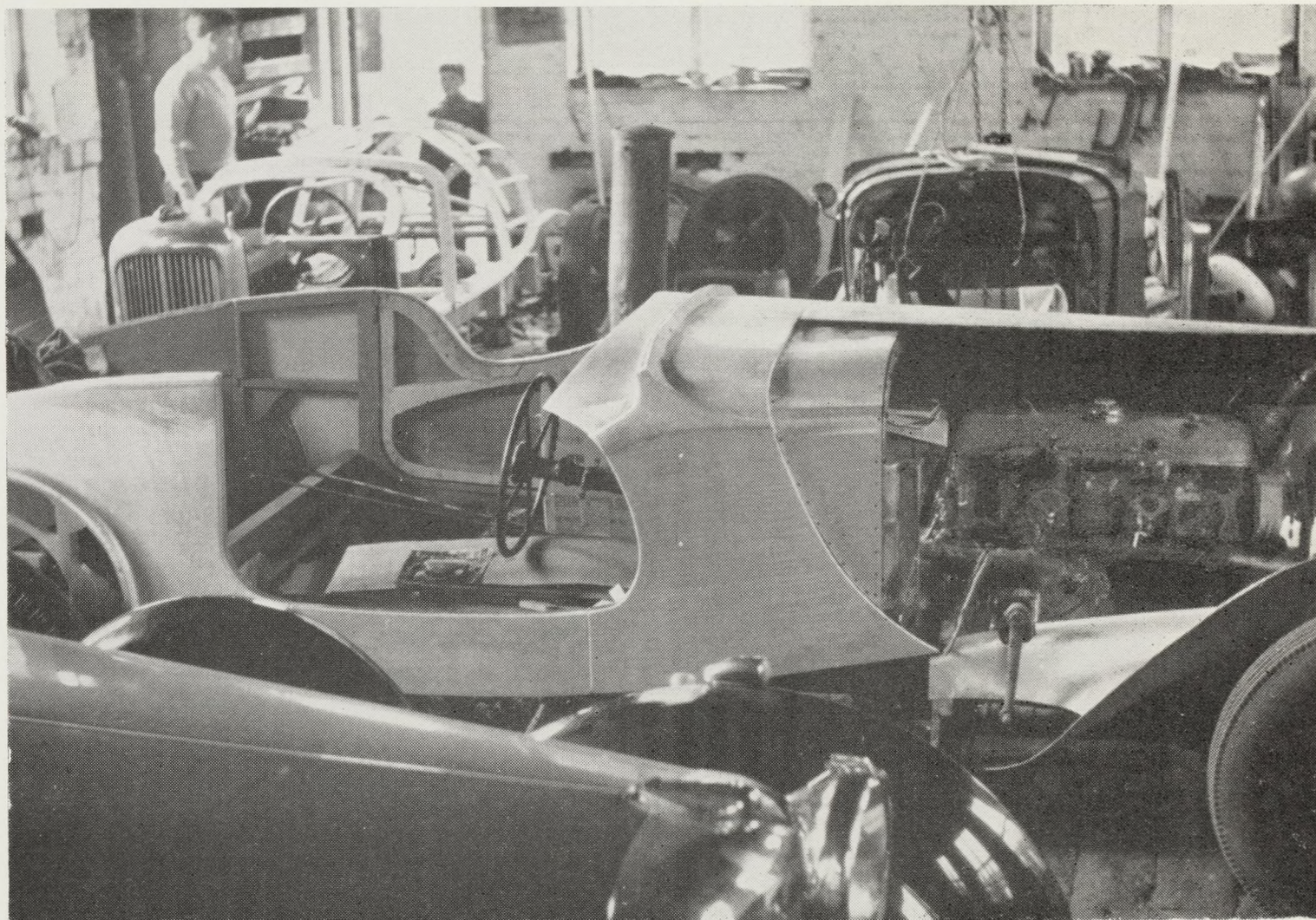
*A History of the World's Racing Cars* by Richard Hough and Michael Frostick completes a trilogy of books by these knowledgeable authors; the other volumes dealt with sports cars and classic cars. The authors' research has been very thorough and they trace in some detail the history and development of motor racing from its earliest days to present times. The period between the wars with its often fanatical inter-nation rivalry is especially interesting. Nicely printed on good paper and with 230 photographs this book is useful source of reference of racing car history. Price (U.K.) 45s. Allen & Unwin. A.W.M.

## THE EXPENSIVE NOISES TROPHY

Presented by the Lagonda Club for the annual competition between the Bentley Drivers Club and the Lagonda Club.







Lagonda Factory 1969!

## NORTHERN NOTES

*by Herb Schofield*

MY APOLOGIES (TO ANYONE WHO IS INTERESTED) FOR the absence of Northern Notes in the last Magazine. In truth I was under the misunderstanding that we were not to have a winter issue. I really meant to reply to Mr. Peerless's rather unfair letter in the Autumn Magazine but it seems too long ago now to be of any interest to anybody except him.

As I write it is early January—a most unpleasant time of year, nevertheless all over the Northern Region members are at work preparing their cars for the coming season. Alan Brown is working on his 2-litre, 4½-litre Special, and rebuilding an LG.45R. At the same time, to help fill in any other spare time, he might have (!) Alan is also engaged on building a new racing Lagonda in conjunction with Herb Schofield, which when finished they hope will be very hand-

some and possibly faster than that well-known Rapier Special. To contain all these various projects a suitably large building has been leased in Oldham.

Over in Yorkshire Ted Townsley is building a LG.45 Roadster which should look very nice when finished. Ted is also contemplating building a replica LG.45R. Mel Riding of Bramhall, Ches. is constructing a V-12 Le Mans replica, and, whilst he is not officially in my area, Bob Watts of Solihull is doing the same. Bob Watts will be well known to V.S.C.C. members for his beautiful rebuild of a Frazer-Nash. Over in Birkenhead, Cheshire, Brian Green and Lawton Warren continue with their M45 and 2-litre restorations. David Hine buys an Austin Seven, and has recently carried out a complete rewire on his LG.45.

Herb Schofield buys a lovely LG.6 sports saloon for daily use, a duty which it is performing admirably thanks to its wonderful suspension, excellent turning circle and heater. Someday we are going to find with a shock that most pre-war



Lagonda saloons have been broken up which will be very sad.

Doc. Evans is alive and well, and living, at the moment, in Australia, but should be back in England by September. News of major rebuilds still flows in, this time from John Davenport of Marple, who is doing a complete restoration job on his ex-Monte Carlo Rally LG.45R. Harold Collins of Ashton, Lancs., an ex-enthusiast for the David Brown 3-litre, buys a LG.45 saloon, and over in Delph, Oldham Sid Hurstwood is converting his M.45 F.H.C. into a near

replica of the 1935 M.45R Le Mans winner. Bob Alexander of Sheffield has been working hard on his M.45 special which will emerge this year in much slimmer form and with Rapide pistons.

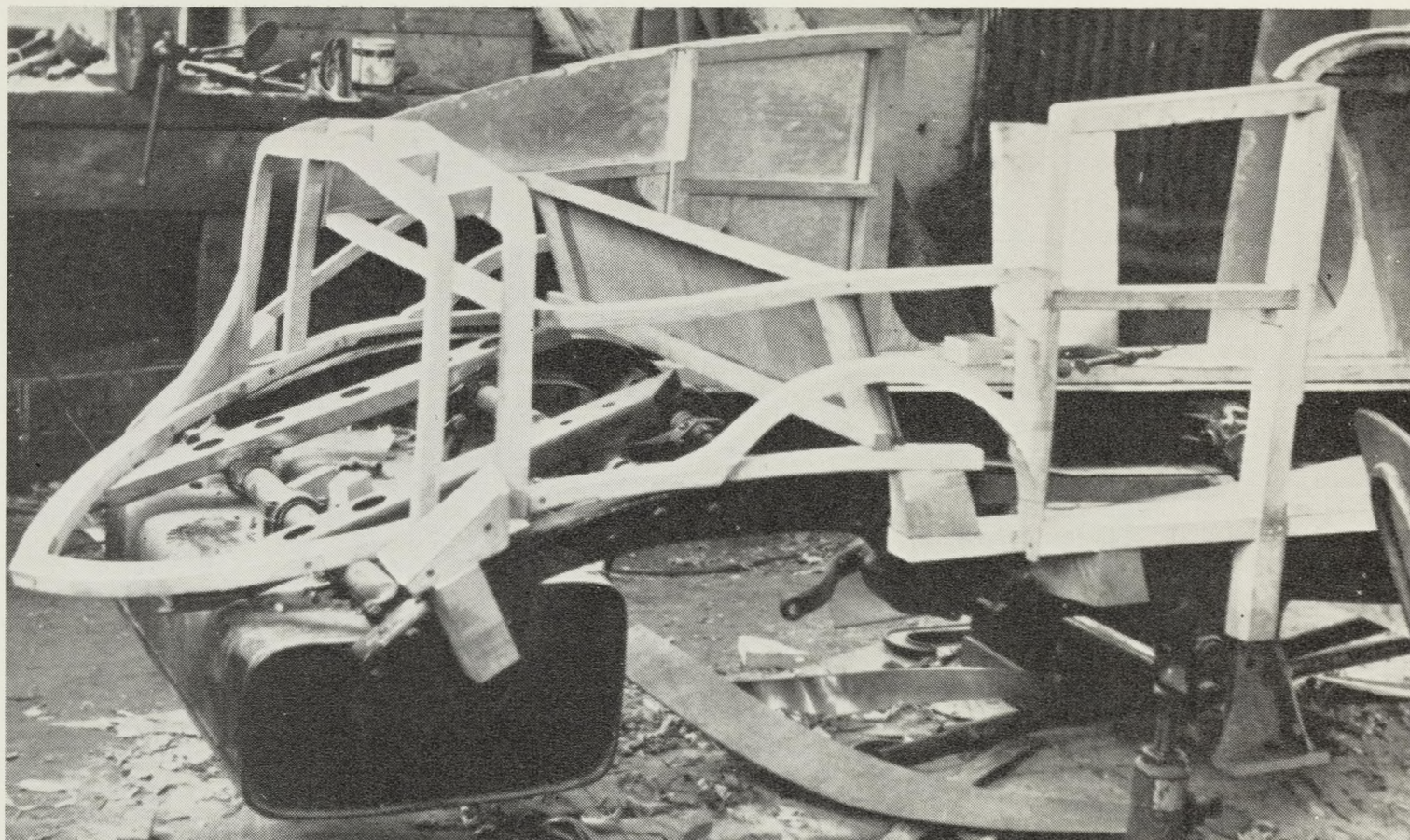
Richard Weir of Huddersfield is still working on his 16/80 tourer, and Bill Allsager of Wilmstow is re-upholstering his lovely V.12

Finally, I hesitate to contradict W. F. Wise ex-employee of the old Lagonda Company, but doesn't the bottom photograph on page 25 of the Winter Magazine show LG.45 chassis and not 2-litre chassis in course of construction?



Alan Ogden and M.45. Winner of the Raines Trophy.



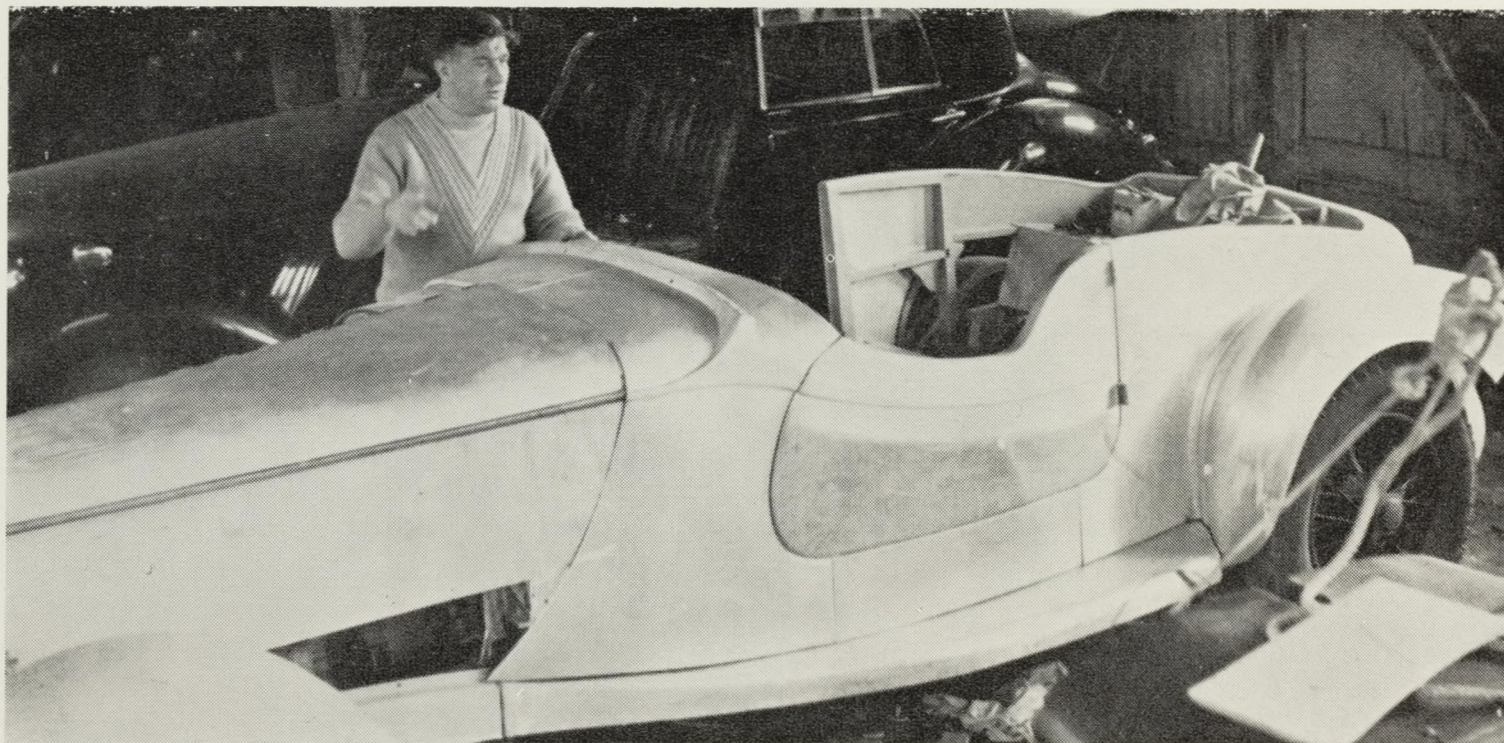


## How to build a complete LG.45 in easy stages

TAKE ONE LG.45 STANDARD SALOON WITH ROTTEN body and place in large garage. Ring up nearest friends to come round and help remove coachwork. Retain radiator and all bits common to both models, including bonnet. Contact club

member with original LG.45 for drawing up plans. Purchase 2 or 3-litre, or M.45 cast aluminium bulkhead. Check that you have at least a small fortune deposited at the bank, you can now begin.

Here then are the first photographs showing Alan Brown's monumental rebuild under way. Bodywork by John Buckley of Oldham. Photographs and Story—Herb Schofield.





## The new R.A.C. Licensing Scheme

IT WAS A BIG ENOUGH BOTHER TO APPLY FOR A competition licence before, but now that the R.A.C. has come up with its *new* scheme (*new* meaning more expensive and complicated) we doubt whether anybody will enter anything any more in the Lagonda Club, except a pub' (and we know how complicated that is, don't we!). So it was decided to try and make things look a bit simpler for the ordinary club member, in the hope that some of you will turn out and support the club again/for the first time, this season

So here goes:

- 1 If you only want to compete in one event of any kind in the year, you can pay 10/- for a Restricted Novice Licence which lasts for *one* week.
- 2 For a race at V.S.C.C. Silverstone or similar, a separate licence for 30/-.
- 3 For Curborough, Ford or similar speed event, nother licence for 30/-.
- 4 For the Lagonda Handicap or similar Restricted Rally another licence for 30/-.
- 5 Any two licences applied for at the same time will cost 40/-, all three will cost 50/-.
- 6 If the club runs a closed Rally (i.e. with no other club being invited) or a driving test meeting such as Finmere, then *NO* licence is required.

On receipt of any of these licences you also receive a copy of the R.A.C. Yearbook in which you will find the rules related to motor sport, Medical Certificates are compulsory *only* for Racing Licences.

I hope this is fairly clear, but if anyone has problems please contact me. Let's see you all out this season, it's going to be fine!

JAMES WOOLLARD

### MAGAZINE COPY

All copy, including Secretarial and Regional Reports, for **Summer** issue must be with Editor by April 28th. Copy for **Autumn** issue closes on June 25th.

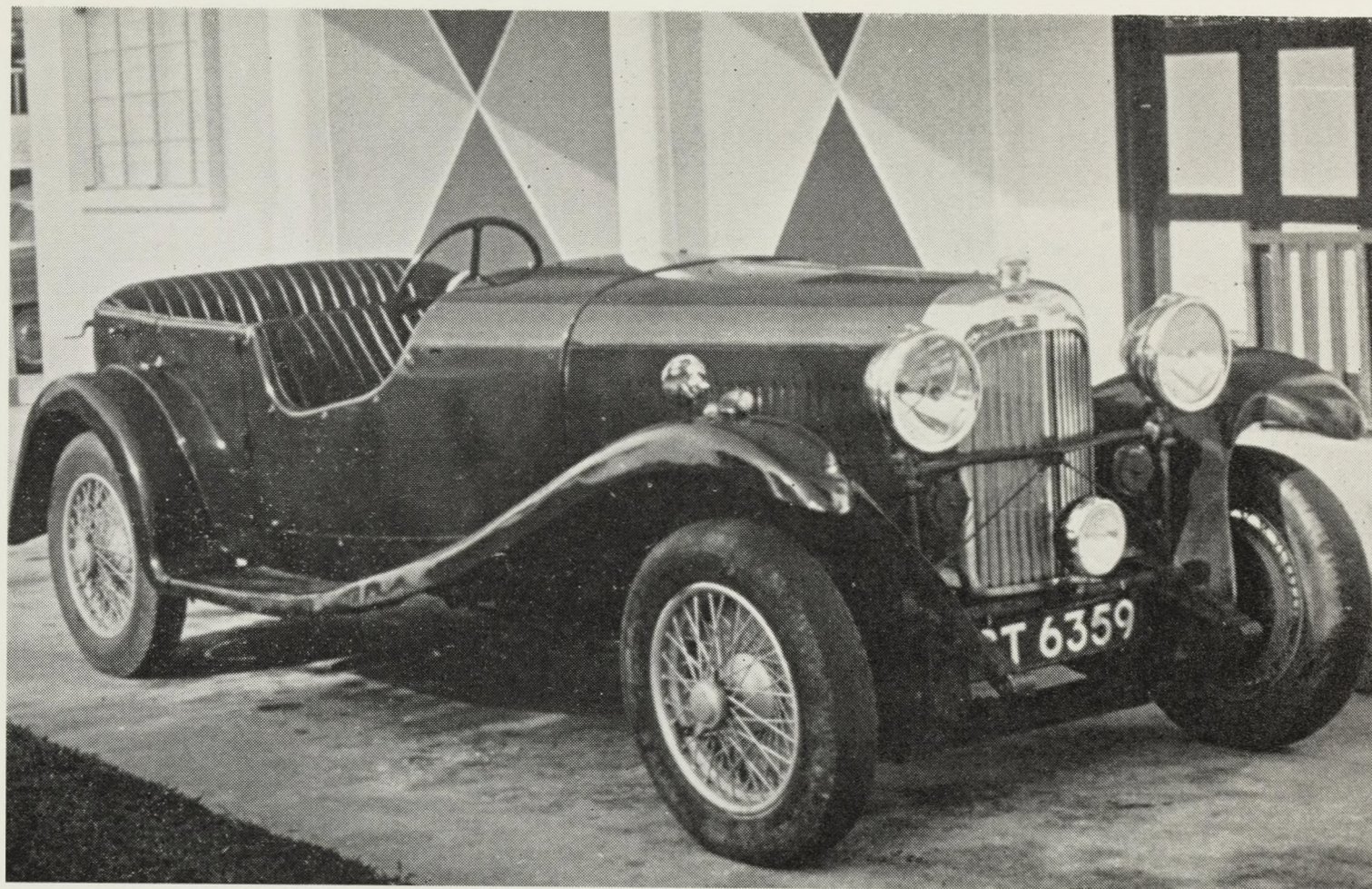
## NEWS FROM U.S.A.

I HAD BEST START BY TELLING YOU OF THE FOOTBALL Meet. I had selected a big game, Harvard v Princeton and had hoped to have a bang-up turn out of Lagondas. I did have a big turn out of 40 Classic cars and over 135 people which was a record, but not so with Lagondas. I had been writing all year long about the meet and had many encouraging replies. But, as the game time came round, one after the other had to drop out. Steve Lincoln, who had been very faithful, moved to Vermont, some 300 miles away and had been spending his time on his new home. Just afraid to come down with so little time for preparation. Burnie Calkins, old PBK 201, faithful for many years, had been travelling on business too often and didn't have time to replace a worn out clutch plate. Art Cozzens, whom we had visited this Spring in Maryland, had heart trouble and was wearing a Pace Maker. Anyway, it prevented him from taking care of a noisy differential, and so it went. Howard Hooper, found his engine had frozen up and came, but in a modern car. Alex McClintock, was recovering from a heart attack and John Bumstead, whom I had also visited in Connecticut in August, and who has a Daimler engine in his V.12 Rapide, begged off for this year. Brandy Elitch also failed. Anyway, I did finally have five Lagondas, being Dick Roy, Harold Happe, who had worked well into the night for a solid week to remove a bolt he had dropped into the timing chain housing; Gerry Roeser, the Crane's and finally Charlie Faulkner, who had driven his LG.45 Rapide all the way from Virginia, for his first time with us. Of questionable interest, another group, enthusiasts for Alvis, promoted and had four Alvis at the meet. We did have a good day, fair game, good fellowship and a fine meal afterwards. The weather which was just grey and cool turned worse during the evening and as we left the dinner, it was raining. The Happes' and Cozzens' drove home with us, woke up Sunday morning to 5 inches of snow. Everyone got home safely but on Tuesday the snow came again with 9 inches making 14 inches on the ground.

The V.12 took us to the meet and back in fine shape, but is now put to bed for the Winter and I have pulled the fascia out and am ripping out the wiring. I will re-wire and hope to have the interior woodwork redone.

BOB CRANE





## Lagonda in the Sun *by Ken Painter*

SOME MONTHS AGO I WAS POSTED FROM GAN, IN the Maldiv Islands, where I had served for a year, to Changi in Singapore. Now a year without a Lagonda to play with was quite long enough for me so, just before I left Gan I advertised within the Lagonda Club and the V.S.C.C. for an interesting car, preferably a Lagonda, for my tour in Singapore. The result was most discouraging as I only received two replies, both offering Alvises at pretty high prices.

I had almost reconciled myself to modern tinware when quite by chance I discovered a 16/80 tourer for sale not three miles from my flat. My wife and I called to see it and as far as she was concerned it was love at first sight. The car was a 1933 model with the 2-litre style "bathtub" tail but with the long flowing wings that I had always associated with the later models. The windscreen and hood had been removed and the car looked very sleek and racy in its BRG paintwork. Closer examination revealed that both paint and trim were in fairly good condition, in fact they had both been renewed in the previous six months and the engine had been extensively overhauled at the same time.

As it stood the car was a non-runner as it had been trapped in a flood, much to the detriment of the electrical system. The car was in the care of an engineer though, and he had flushed the engine, gearbox and rear axle and was able to assure me that the car had suffered no serious harm as a result of its immersion.

After a short period to think things over I decided to buy it, after a little haggling the car was mine and then the fun started! It is almost a tradition with me to spend the first few months of car ownership making my latest pride and joy fit to own, this time the first two weeks were spent making the car fit to buy!

A new battery and starter solenoid were fitted and the car was started, it was then discovered that the water pump was capable of emptying the entire contents of the cooling system through the rear gland in five minutes flat. The pump was dismantled and it promptly collapsed so a flexible hose from a side valve Morris Minor was used to bypass it. At first I was worried about the engine overheating as the average temperature here is about 85° but in fact the temperature stayed



below boiling point, even in Singapore traffic jams.

When I bought it, the car was not registered in Singapore as it had recently been imported from Borneo. It was not insured either, so one evening, when all the mobile police patrols had gone home for tea, it was towed home so that the rest of the electrics could be made to work properly. I wrote to a couple of local insurance companies and whilst waiting for their replies I put right a few of the more obvious faults. A dip light was bought and fitted, the headlights and horns were made to work, the electrical wiring generally tidied up, a new petrol pump fitted and several leaks in the petrol pipes fixed. After a week or two it became painfully obvious that the insurance companies were not particularly interested in my custom as neither had bothered to reply, so, armed with a pocketful of loose change and a classified telephone directory I set up camp in a telephone box and began ringing all the local insurance companies. I started with the "A's" and reached the "M's" before I found a company willing to offer me cover. The reactions when I asked for cover for a 34-year old "sports car" varied from stunned incredulity that anybody actually *want* an old car, to a haughty refusal to insure anything more than five years old. After further experience of the driving standards out here I am not really surprised either. Eventually cover was arranged, on third party only terms, at a lower premium than in England and I was allowed my full no claims discount as well.

Now the car was insured, mobile and road-worthy so I gaily set out for Singapore one morning to register and tax it. The previous owner had assured me that all the preliminary work had been done and that all that remained to be done was to fill in the appropriate form and pay the money. By the time I had found out that the only thing "done" was me he had fled the country and was once more living in Borneo!

First the car had to be tested by the Registrar of Vehicles, rather on the lines of the MOT test in England. The side lights worked (they didn't try the headlights), the steering wheel didn't fall off when a huge Chinese tried to wrench it apart and the first part of the test was passed. The brakes had to be tested next, but before this could be done I was made to get a Singapore registration number and a set of number plates. I didn't see the reason for this at the time as the

brakes are tested on one of those fiendish rolling road devices. The tester was adamant though, "No new plates, no brake test". So back I went for my new number. I must have caught them at a slack time as it only took the Registrar 2½ hours to read off the next available number from the list in front of him.

Once the car was equipped with its shiny new number plates it was driven onto the brake testing machine—and became well and truly stuck, with the sump resting snugly on the central hump and the wheels spinning gently about three inches above the rollers. Did you know that 25 people can carry a 16/80? I didn't either, take my word for it, don't try it, it does funny things to the wings when they try to pick it up by the edges, so as to speak.

As by this time it had become obvious to the dimmest member present (the foreman as it happened) that the car could not be tested on their machine it was decided that a road test would have to be carried out. This was the cue for a prolonged and voluble argument in rapid Chinese (a sort of oriental "High Speed Gas"?), eventually a fitter climbed into the car beside me, clutching to his bosom a Ferodo brake tester. I learned from him that the argument was over who was to accompany me on the test and he lost! The Chinese may honour their ancestors but it appears that this reverence does not extend to their motor cars.

Singapore traffic is in a class by itself, possibly only surpassed by that in Karachi, where taxi drivers are paid by the accident and not by the mile. In the short time I had then been in Singapore there had been two murders directly attributable to quarrels over traffic holdups. You will sympathise therefore when I say that a brake test in one of the busiest streets in the city is not an experience I would like to repeat. The fitter taking the test was remarkably unsympathetic though and when the handbrake test recorded 80 per cent., probably as a result of a slight film of rust in the drums after the flood, he suggested I was craftily using the footbrake as well and demanded another go. The second time I applied the brake much more gently, recorded a mere 40 per cent and was duly granted a test certificate.

Armed with the certificate I set forth to do battle with the Registrar and tax the car. The first round was definitely his, I had not been given all the necessary customs clearance forms and he promptly accused me of smuggling the



car into the country. The next four days were spent commuting between the Controller of Customs, the Imports Control Office and the Registrar of Vehicles. As I managed to charm out duplicate copies of the necessary forms so the Registrar dreamed up new forms for me to provide. In the end I proudly presented a form that even the Registrar hadn't thought of and he admitted defeat, registered the car and issued a tax disc.

I found on one of the Customs forms that the country of origin of the car was given as Italy, I was in so much trouble I never tried to alter this or I would probably have still been trying to sort it out. The car is registered as cream, because that is the colour shown in the Borneo logbook. The fact that the car was sprayed green six months earlier and was clearly visible from where the Registrar was sitting was plainly immaterial! The tax here is assessed at 10 cents per c.c. but the Registrar rated the car at 1,327 c.c.'s, which is a worthwhile saving. As I couldn't convince him that the car was not cream when it was parked where he could see it, I saw little point in insisting that the engine capacity was wrongly shown on the form, besides, think of the money I'll save!

Was it all worth it? I think so and so do my family. We have the only 16/80 in Singapore, possibly in the Far East, it gives us enormous pleasure and is a great attraction whenever it is parked. I use it every day to drive to work and, after six months use, it has proved to be utterly reliable. I have done quite a lot to it during this time of course. The front springs have been set up, the track rod straightened and the track of the front wheels reset and two very worn front tyres replaced. Few of the instruments worked when I bought it, this has slowly been attended to and now only the clock is missing, the hole has instrument panel looks complete. The water pump has been replaced, courtesy of Ivan, the temperature now sits at a comforting 180°, even in the worst traffic. The bench front seat converted itself into a bed so was replaced by a pair of bucket seats. The starter bracket broke off completely and, until a replacement bracket arrived from Ivan, the car had to be started on the handle. The nasty Arens control to the pre-selector gearbox has broken three times and is scheduled to be replaced by a decent system, using rods and bell-cranks. Apart from these items and the items put right before the car was put on the road, nothing

has been done and little else needs to be done either. If the list seems long, remember that it is spread over half a year and includes many items which were wrong when I bought the car.

Some club members tend to sneer at the 16/80, but dammit I like it! It is my second one and in between them I have owned two Rapiers, a 2-litre, a 3-litre, into which I fitted a 4½-litre engine, and a 3½-litre which is at present in store in England, awaiting my return in 1969. In the circumstances I feel well qualified to judge the merits of the various models for myself now!

Performance is entirely adequate for the overcrowded roads and generally slower traffic here, the pre-selector gearbox is a boon and of course visibility is superb, even the taxis seem to be afraid of it and I can claim to be one of the few drivers who is not "carved up" by taxis at every opportunity. The tourer body is perfect in such a warm climate, although there is a possibility that domestic pressure might require a hood before the next monsoon season. At present when it rains we get very, very wet. I have already refitted the windscreen, but this is kept open permanently in dry weather as it is much cooler that way. It would be much more useful in the rain if the wiper motor didn't fill with rain and short out!

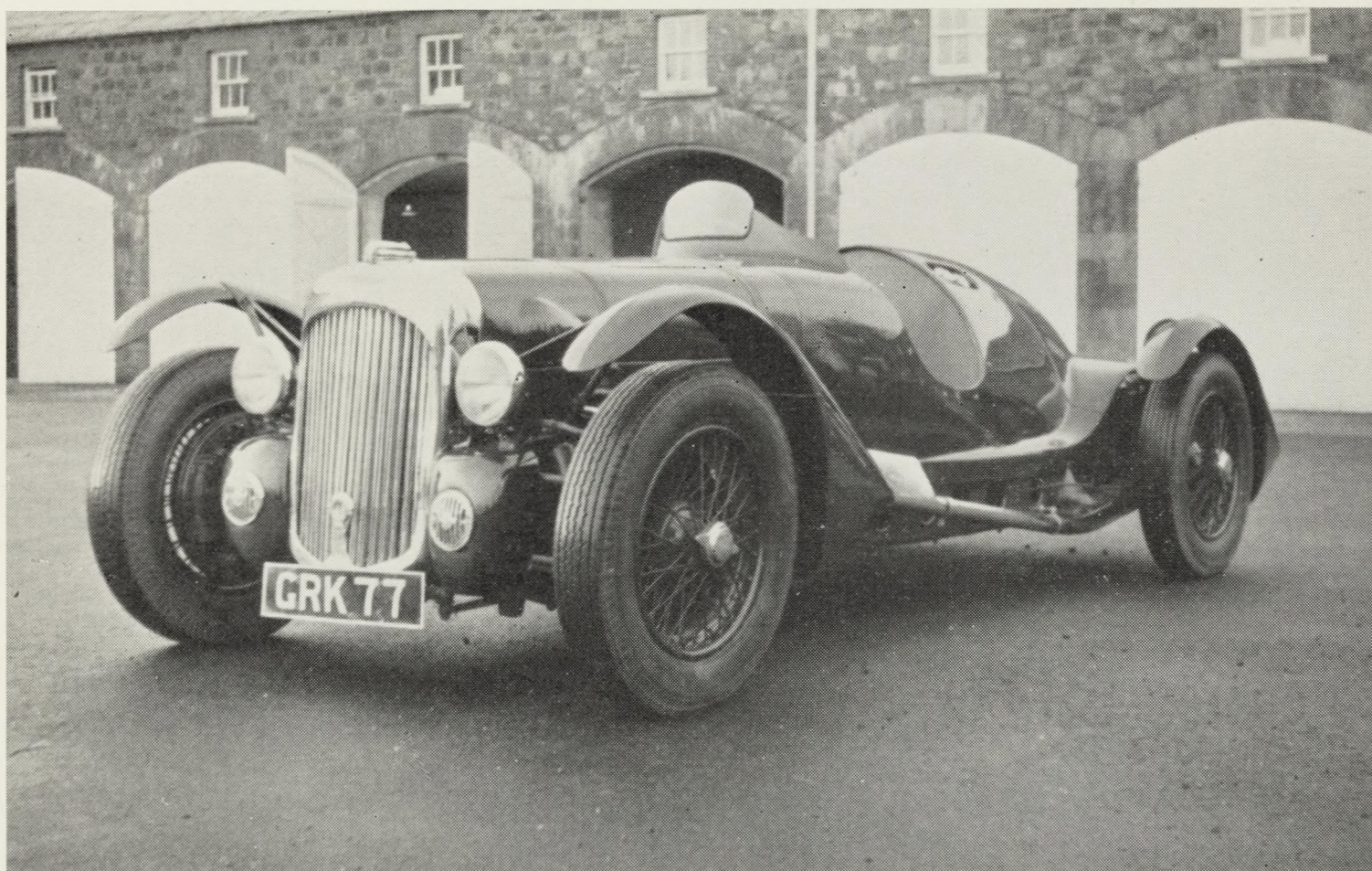
I am interested in tracing the previous history of this car, but am handicapped because the Borneo logbook has been retained by the Singapore authorities. The car was apparently imported into Malaya in 1957 by A.C.G. Symonds and at that time was registered as SC 4873. I cannot establish whether this is a local or English registration number though. The Borneo registration number was S 1677 and the engine and chassis numbers are 2242 and S 10493 respectively. I have seen a photograph of the car, taken in 1957 and it shows a Lagonda Club badge, so perhaps somebody will remember it. If so I would be grateful for any information, no matter how trivial. My address is Fairy Point Officer's Mess, R.A.F. Changi, Singapore 17.

I now believe this car to be ex-James Crocker. Can you confirm or refute this James?

KEN PAINTER

**Congratulations to Michèle and Jonathan Abson on the birth of a son, Julian Christopher**





## 1939 V.12 LAGONDA TEAM CAR

*The story of how one of the original Team cars was restored to its former condition*

THOSE MEMBERS WHO HAVE THE AUTUMN '57 edition of the Magazine will know what I wrote on that occasion. They may well ask why I did not do the job properly in the first place and to this, I have no very adequate reply. I'm afraid that I simply did not have sufficient details available at the time to make a good job of it. The major fault was the tail, built on a beautiful ash frame, which was about 4 inches too high behind the driver's head. I had also failed to make provision for the spare wheel.

In 1967, the engine was completely rebuilt, and I resolved when this was finished, to make a second attempt at a perfect reproduction of the original body lines. I set myself a high standard and I believe that, with one or two minor exceptions, this has been achieved. In time, I hope to correct these as well.

The job has been done entirely from original photographs obtained from the *Motor* and *Autocar*, together with one or two others which I have acquired from various sources over the years. I put these together in a portfolio with my

comments and presented it and the car to John Kenny of Ballymena. He had done the original panel beating eleven years previously, and now undertook to reshape the car. Sadly, the ash frame had to go, replaced by an all metal arrangement. I do not know whether wood or metal was used on the original cars; perhaps someone may know and will drop me a line.

The major alterations since 1957 are centred aft of the driver. The height of the offset tail has been reduced and now flows down on a much more attractive line into the spare wheel housing. This projects beyond the back of the chassis and its construction is a masterpiece in panel beating, involving a mass of compound curvature. The wings have also been subtly altered, mainly by the addition of a bead along the top. They have been remounted to give more clearance and greater strength, using exactly the same design as in 1939. Forward of the driver, the Lagonda radiator has taken its rightful place at the sharp end. This was obtained from Ivan Forshaw and cut down, the slats being fixed rather than



thermostatically controlled. At Le Mans, the slats were replaced by wire mesh, but my works photographs show the slats, and I have thought it best to incorporate them.

It appears that the straps round the bonnet were counter-sunk into the bonnet top—this has been done. Perhaps this produces a marginal improvement in wind flow! The valances over the front suspension have also been slightly changed, although this will be hard to detect from the photographs. Minor points also improved, are a reduction in the height of the "screen" and the provision of twin filler caps recessed into the tail. One of these, I must confess, is a dummy. Previously, a rather poor bench seat existed and this has been replaced with a small fixed bucket-type, which I trust will give more lateral support. The passenger takes pot luck on a cushion.

The car is now finished in Valentine Vineyard Green, as recommended by Ivan Forshaw, and looks magnificent. I think it might be going too far to add the white circles used for number backgrounds on the original bodywork.

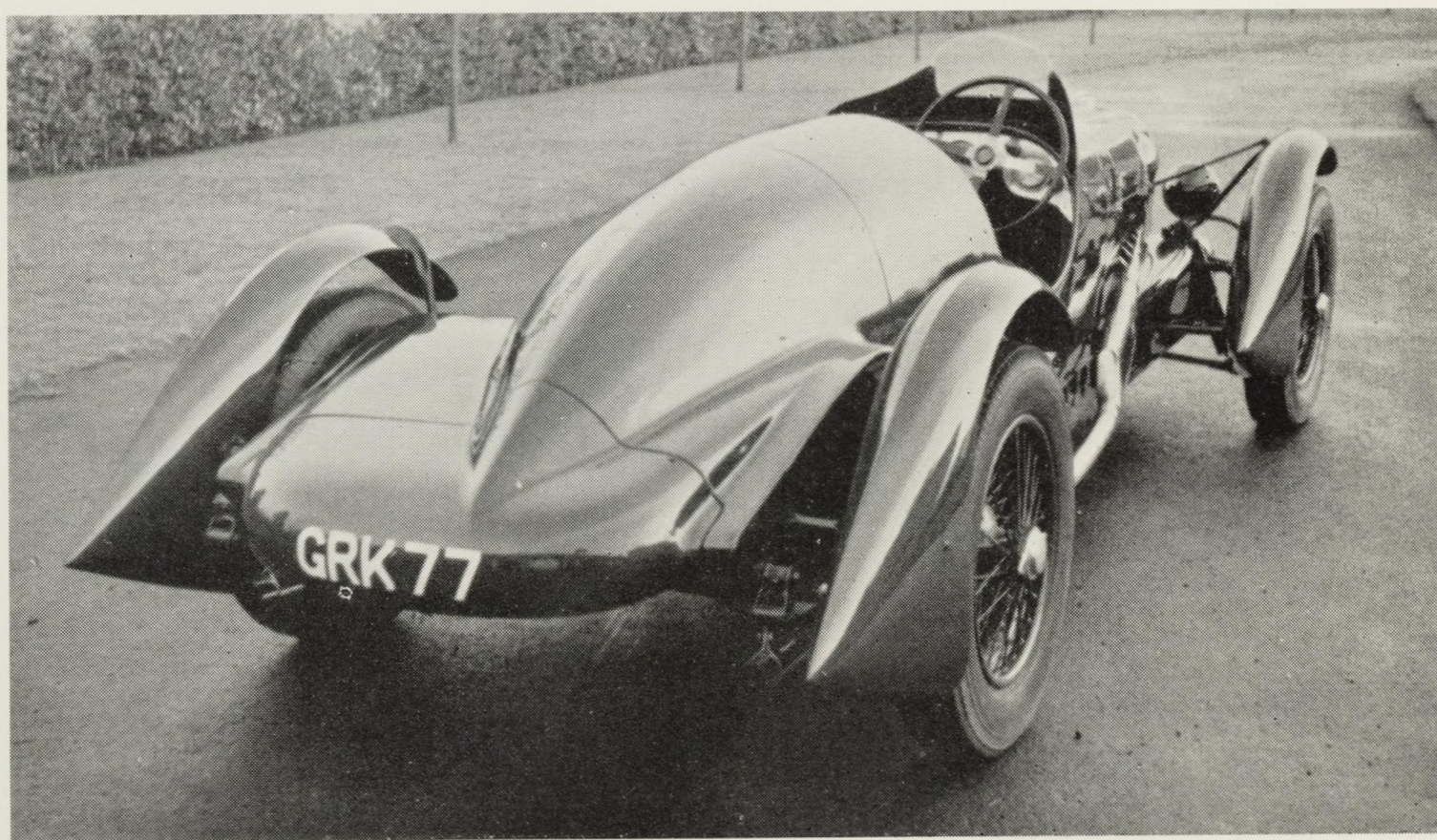
There are still a number of additions which should be made in order to say that the car is 100 per cent original. I hope to complete most of these in time, although those affecting handling improvements I shall leave. Originally, there was

a reserve oil tank mounted in the scuttle, which my car has not had during my ownership, and I have not decided whether to add it or not. The filler emerged just forward of the screen. The instruments require alteration, and will be put right by the addition of a 6 inch tachometer and the original Lagonda switch panel. I also hope to find more suitable headlamps. I have not attempted the rather sketchy regulation fold-flat screen, which must have been rather impractical, and, in fact, would be a nuisance today. The car is now equipped with Koni telescopic shock absorbers front and rear, and I propose to retain this deviation, as I believe it has improved the handling considerably. However, I have yet to try it under racing conditions, and this may affect the decision.

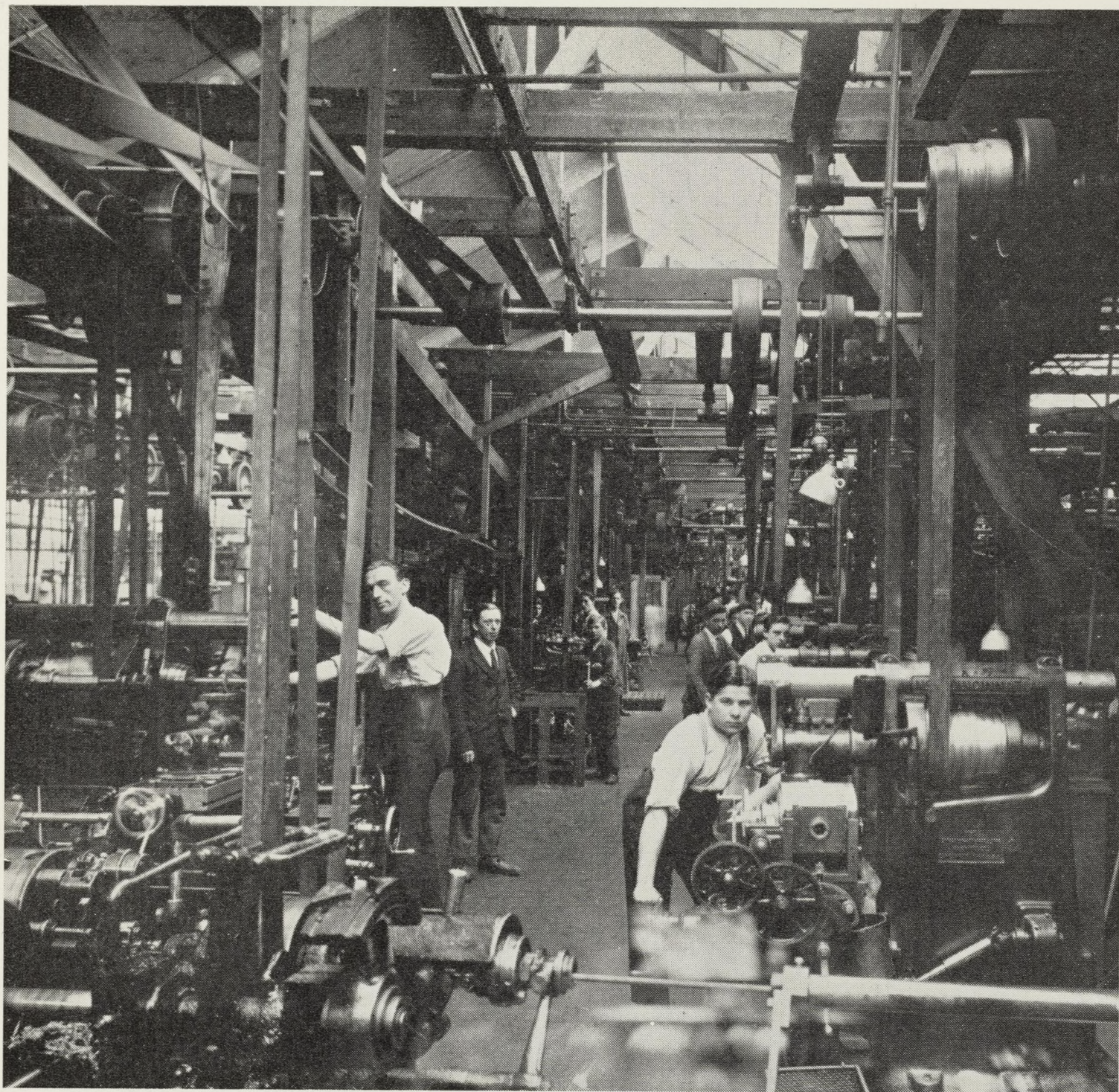
This I think completes the story. The car makes an interesting contrast with the recent Schofield replica V.12 Team Car. As you can see, the major difference between the two is at the back, although there are a number of other differences which may be exaggerated by the contrast between 16 inch and 19 inch wheels.

When the engine is run in, I hope to use the car in local competitive events. It will then be very interesting to see how she really goes, although I feel she maybe a handful on a tight circuit!

LORD O' NEILL







## MADE IN OUR OWN WORKS Reflections on yesteryear by Mike Wilby

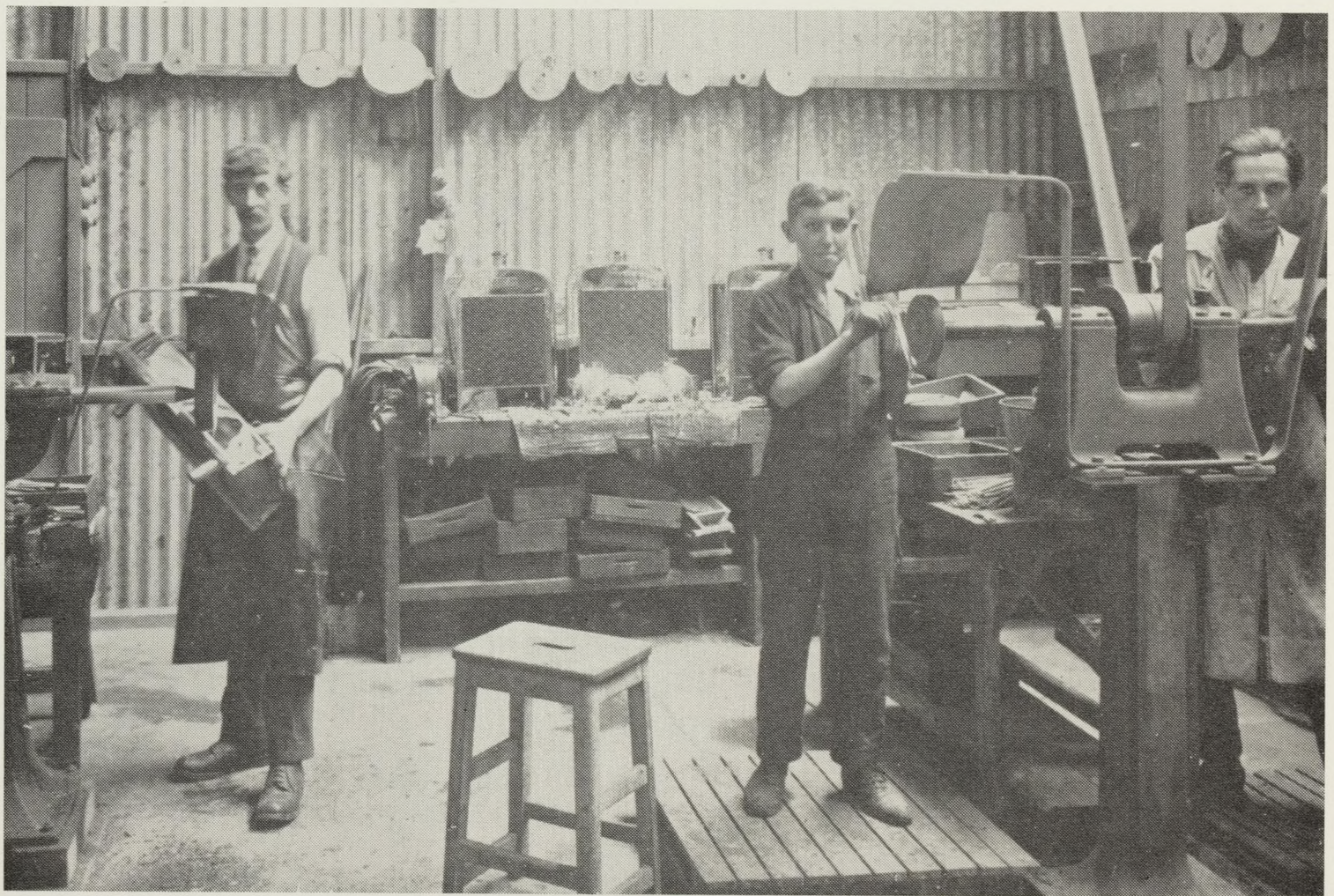
IN THE DAYS OF THE 11.1 AND 11.9 THIS REALLY meant what it said. None of your going out to sub-contractors for every part and having assembled them in the works calling it "all our own work" as so many manufacturers do today.

In those happy and far off days, long before the by-pass came to Staines, and long before the problems of traffic jams, and no waiting, and blowing into balloons, the craftsmen at the

Lagonda works set to and made their cars by hand.

As the photographs show it was not just the engines, although this shop looks full of machinery, but all the coachwork and as the 719th 11.9 comes forward so the chap on the left completes the windscreen frame. Over in the radiator shop all is haste and speed as the final polish is put on the solid brass rads. The team on the left are









often to be seen in the testing shop stuffing the radiators in tanks to find the leaks.

They didn't even trust the trimming to be done outside the Causeway and there seemed no shortage of female labour to work the machines. One can imagine the button back upholstery being fashioned with loving care, and the hoods being stitched with pride knowing that their work would be seen in many parts of the world.

Did all these workers ever stop to think that fifty years on, their skill and the work they turned out would still be admired? If so they must feel happy in their retirement in the little cottages that stand by the river flowing past the works, or do some rest for ever in the lush green fields of England as does Wilbur Gunn who never returned to America.

M.H.W.



## Tricar Days

by Arnold Davey

I MET MRS. FAITHFULL THROUGH THE PAGES OF A local Magazine, "Hertfordshire Countryside". An article had been published about the Ellis tricar which was once made in Watford and among the correspondence that followed was Mrs. Faithfull's letter, recalling the Ellis car and its local associations, and going on to mention that her father, James Harwood, had been the first Secretary of the Herts. Automobile and Aero Club and had owned a Lagonda tricar. Not only that, but he had fitted it with bucket seats set sideways over the front wheels so that his children could go with their parents on their travels. A photo was printed with the letter showing a meeting of the H. A. & Ae. C. in about 1905-6 featuring three tricars but none of them the Lagonda.

At once the Registrar sprung into action—people who have ridden in tricars are not met with in the daily round—and in due course I visited Mrs. Faithfull in Bushey. She recalled the Lagonda clearly and produced from amongst her father's souvenirs the accompanying article by Basil Crump which had first appeared in "Queen" in 1905, and some photographs of the tricar complete with herself, aged six, and her sister in the added seats. Basil Crump was a close friend of the family, had a Lagonda too, and wrote about it in several magazines of the time. (One of his articles was reprinted from "The Field" in this magazine some years ago). Curiously enough he nowhere mentions the make in this present article and we only know that it is a Lagonda from the photograph which formed part of the original story and which is of Mr. Harwood and his family. (Not reproducible I am afraid).

Naturally an Edwardian six year old girl had not been encouraged to learn about the technical side of tricars and their entrails, but Mrs. Faithfull recalled the Lagonda as reliable by the standards of the time and the family certainly undertook some considerable journeys including

London—Blackburn in the day. I asked about the comfort of the vehicle and she said that, child-like, the excitement of a trip usually ruled out any discomforts, but she recalled her mother, wearing a beautiful new bright red leather motoring coat which reached her ankles, falling in a faint after getting out of the front seat at the end of a long trip. Mind you, I don't suppose Edwardian corsets added to the comfort of any vehicle.

The photographs of the Harwood tricar were very interesting as they showed it to be exactly as the catalogue illustration of 1905, even to the curious large spoked flanges on the front hubs. (Published in No. 16—Spring 1955). It was air cooled and had a handlebar steering, and the oil tank and pump on the steering column was mounted fore and aft and not transversely as on the David Brown Car. Nor did it have the chassis frame extensions behind the rear wheel which the existing car has and which I suspect were used to support luggage panniers. To carry his two additional bucket seats the owner had utilised the very substantial lamp brackets Lagonda provided on either side of the passenger seat. The added seats look very professional and were upholstered to match the main seat. Obviously, such an arrangement couldn't last as the girls grew up and the transfer to a car followed. Although the Harwoods never owned another Lagonda, Mrs. Faithfull recalls riding in a friend's large Lagonda tourer before the First World War and being impressed by it. This surely must have been the fabled Torpedo?

Turning to Basil Crump's account, this was written five months after the article published in "The Field" which I referred to above. The first article glows with praise for the Lagonda; by July the clay was beginning to show through the feet and this is perhaps why he never refers to the make in the second article, or perhaps "Queen" had a cautious libel-lawyer and cut that bit out. Anyway Crump's story does show why the air cooled twin tricar gave way to the water cooled one so quickly and as the water cooling system must have been heavier, this probably explains the change to a steering wheel later. Crump's second paragraph begins with an odd sentence which contradicts the first paragraph and also his "Field" article unless one takes "same" to mean the same as Harwood and not the same as last year. One has to admire the early motorist; even now the family holiday to the Riviera is something of an adventure. If it involved a train and



boat trip from Cannes to Staines and back with the engine under your arm I doubt if anyone would bother. It was quite a big engine too, 1221cc if my slide rule doesn't lie, and was rated at 12HP. Lagonda tricars were always the biggest available at any time and like all cars of the period were simple enough and hand made so that frequent design changes were possible—desirable even. So far as my researches have gone there appear to have been both 5 and 6 HP air cooled single cylinder two gear models in 1904 with chassis numbers before 100. The first twin cylinder air-cooled three gear car was No. 100 and probably was made near the end of 1904. We don't know the number of Crump's car but No. 108 was registered in February 1905 and is of much earlier twin cylinder type than his despite what he says. By the end of 1905, 32 had been registered and then for 1906 the numbers start at 200 and finish at 227. These I presume were water-cooled as is the David Brown Car. By 1907 four-wheeled cars were being made and only 9 tricars appeared, numbers 300/308. The single cylinder cars were unsprung and the 12 HP twin cylinder cars had proper half elliptics front and rear but there is mention in the "Field" article of a twin cylinder 9 HP unsprung air-cooled car but I suspect this to be a one-off made to special order for a hilly district.

It was a fascinating era and it is pleasant to see how one motorist of the time at least was quite satisfied with the reliability of the cars; the "Genevieve" image of constant breakdowns may be a fabrication of a later time trying to justify itself. My conversations with Mrs. Faithfull tend to go on far into the night as she is a mine of information on early flying and local history and these subjects always interest me. But they have nothing to do with Lagondas or these pages.

\* \* \* \* \*

Extract from "The Queen", July 22nd., 1905, by "Hermes" (now known to be Basil Crump).

MY PHOTOGRAPH OF A FAMILY TRICAR WILL DOUBTLESS interest a good many readers who are seeking a similar solution of how the modest motor cyclist can take his family with him on his rides and tours. Mr. J. S. Harwood, who is an official in the Land Registry, wisely lives at Watford with a network of delightful roads radiating from his very door. He is one of the thousands who, like

myself, cannot afford to buy and maintain a car, but whose back gate and cycle shed will just admit a vehicle of the tandem tricycle class. Mr. Harwood has had a varied and lengthy experience with motor cycles, and as we live within a few miles of each other, we have latterly gone along the same lines in our experiments with the passenger motor cycle. Last year we both had unfortunate experiences with two makes of bicycle with forecar attachments, these being the early attempts to produce an efficient motor tricycle for two people.

This year we have again invested in the same make of machine, there being, in fact, no other that met our requirements as regards power, design, and a frame sprung fore and aft. That the machine is perfect, however, cannot be said; but doubtless it will become as nearly so as can be expected in a year or two. Cars took a long time to reach their present stage of reliability, and one finds that makers who have been at it the longest turn out the most reliable machines. Mine was the first of the new type made, and in the Spring I gave it the severe test of a journey to the Riviera and back in full touring rig. Setting aside some minor defects my only real difficulty was with the engine. This is a twin cylinder, with the front one sloping forwards and the other standing vertically behind it. Anticipating possible over-heating with this, I fitted up a Chapman blast fan, but unfortunately it was not quite in order, and I did not use it on that trip. My experience was that the back cylinder was always considerably hotter than the front, the exhaust port and pipe showing a bright red heat at night. The result was that the oil—no matter how much was used—soon carbonised and jammed the rings. This went on every few days all through a five weeks' tour, although I brought the engine home from Cannes and had it thoroughly overhauled at the works: and it repeated the performance after a second overhaul half way through the London to Edinburgh ride. The maker, and also my passenger on that occasion, have expressed the view that the fault was mine in not giving enough oil; but, as I have said, I found that no amount of oil made any difference. I should have imagined that I knew by this time how to oil an engine; certainly I have never before with any other engine had the remotest approach to burning or breaking of rings.

Mr. Harwood's difficulties have been somewhat different from mine. He began with a frozen



carburettor on the Edinburgh ride through lack of a warming pipe; then the main pinion in his three-speed gear sheared the single key three times. This pinion ought to be on a square, but he seems to have made it hold now by putting in a second key. We both had our front axle tubes bend on a bumpy road; has his been stayed beneath, but I had to put in a stouter gauge tube in France. His rear cylinder does not for some reason run so hot as mine, and it is not the driving, as we have changed machines to try. I have now refitted the fan, which Messrs. Chapman have improved for me, and am glad to find out that it keeps the back cylinder as cool as the front one. I have also reduced the compression, which was so high as to cause a good deal of pre-ignition and difficulty in restarting when hot; and last Sunday I had an interesting trial with Mr. Harwood. He carried a total weight of 22 stone, counting the driver and passenger, and I had 27 stone. Allowing for this difference, there seemed to be practically nothing to choose between the two, both of them climbing a long and very stiff hill on the top gear. He has also fitted Roberts's thumbslides, which give him perfect handlebar control of carburettor and ignition. I had these on my last year's tricar, and miss them very much on the present one especially after driving a car with a governed engine. With these slides one can govern the engine perfectly at all times by a slight movement of the thumb, and I strongly advocate them for this type of machine, where it is desired to drive scientifically and with a maximum of safety and consideration for others. It will be remembered that in the past I have argued strongly for air cooling for tricars, but I found the best French opinion quite against me, especially in the mountainous districts of the Alpes Maritimes, the Cevennes, and the Auvergne, where, of course, my over-heating troubles were the most pronounced. Although I have now cured the over-heating for home roads in the way desired, I shall never again essay such an arduous tour with anything but water cooling. 'Very good for fast work in the plains', said my kindly French critics, 'but useless for the mountain passes,' and I could only acquiesce.

*Reproduced by kind permission of the Editor of "Queen".*

There is no reason to believe that the present contributor of Club News from the North-East is one and the same person!

## The Headlamp Regulations

by Arnold Davey

FIRST OF ALL I MUST APOLOGISE TO OUR OVERSEAS members for boring them with this, which has no application beyond Britain, and to the large number of members whose cars either already comply with the rules or who cannot be bothered to butcher them about to meet every silly fiddling little law when new ones come out weekly.

In the particular area we are concerned with here, the real aim of the Ministry of Transport was to bring in a law making the use of headlamps compulsory. To do this they had first to pass one making the fitting of them compulsory as hitherto they had been optional. Hence the Road Vehicles (Headlamps) Regulations 1967 which we are considering. The overall purpose then is to make the fitting of headlamps a legal requirement and the term "obligatory front lamp" used in previous Acts has been superseded by "obligatory side lamp" and "obligatory headlamp". There are a whole string of exemptions from the requirement—agricultural implements and the like—but the only one which concerns this Club is the exemption of all vehicles first registered before 1st January 1931. An interesting one, though, is extended to vehicles whose side lamps are not electrically operated. Any barrack-room lawyer fancy an acetylene-lit LG45 and some interesting arguments in court?

The regulations start with some important definitions. The dipped beam is defined and by this definition dipping may be either vertically down or down and to the left. The dipped beam must not dazzle someone 25ft. or more away and with a 3' 6" eye-height. Curiously "dazzle" is not defined, although I should have thought it would be easy enough to do so. A fog lamp is defined as one only used in conditions of fog or falling snow. By an earlier Act such lamps are exempted from the minimum height requirements. As there is no sign that these have been altered I presume that a fog lamp which the owner wishes to be regarded as a part of a set of headlamps must be above the minimum height (2' 2" to the centre). In which case it would have to give a white or yellow beam as headlamps must. As a fog lamp it could be any colour. (Care for a green fog lamp anyone? Very trendy but a mite confusing at traffic lights). There are a lot more definitions but they don't concern us.



Having defined everything, the Regulations go on to say that every vehicle covered by them must carry either two headlamps or two groups of headlamps. The first is the normal modern case with double filaments and will also cover DB Lagondas and such earlier ones as were built to dip both headlamps or have been converted to do so. The older dipping methods, the out of focus second bulb or the tilting reflector are perfectly acceptable. The second case is really meant for modern four-headlamp cars but can be made to suit the purpose of those owners whose cars dip to a central passlamp, both headlamps going out, or where one dips and the other goes out. Under these Regulations the outer pair of lamps must give the dipped beam and the inner pair the main beam and they must be wired to a single switch so that the driver can switch from one to the other. You must not be able to switch on a single lamp, only pairs. Actually the groups of lamps can be more than two each if you feel like it, in which case the furthest out on each side must be the dipped ones. Side lamps can be combined with the outer lamps only.

So it looks as if the car's existing headlamps set to dip and two spot lamps set to main are possible solutions, or if there is anywhere to fit the spot lamps outside the headlamps, vice versa. This would fall within the acceptable groups of lamps. However, there are several further requirements to observe. No part of the lit part of any lamp on one side of the car may be nearer than 35cm to its mate on the other side. (This is increased to 60cm for new cars: a warning to anyone re-registering). The minimum wattage for one of the filaments in a double-filament bulb is 30 watts. In the case we are thinking of, all filaments would have to be 30 watts or more. Considering the existing headlamps as one pair of lamps and the spot lamps as another pair, then each lamp in a pair must be at the same height, of the same shape and area, give a beam the same colour and be equally spaced about the centre of the car (a tolerance of 2.5cm is permitted on this one). Note that nothing is said about both *pairs* having to be at the same height or of the same size. What it boils down to is symmetry. Whatever the lamp pattern, it must be symmetrical about the centre of the radiator. Provided this is complied with, it doesn't matter that the spot lamps are yellow and small and the headlamps are white and large.

One last sting in the tail of the Regulations. The headlamps have to be kept clean and efficient.

Most people would do that for their own safety but some don't and these Laws always aim for the lowest common denominator.

Since these Regulations came into force the expected further one has followed them on 1st January 1969 making the use of headlamps compulsory outside a built-up area at night. The wording is such as to prohibit the use of a single fog or spot lamp unless the headlamps are on as well. After representations the relevant section has been suspended for a year, to 1st January 1970, after which it will apply. So from then you will have to have two fog lamps or spot lamps if you wish to switch the headlamps off in unlit roads under foggy conditions; if the street is lit it doesn't apply of course. The majority of the motoring public is unaware of this. I should buy your second fog lamp now before the rush—remember how tyres disappeared in 1967 when the law was changed?

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## LETTER TO THE EDITOR

### Technical Query

Dear Sir—If the Magazine is to succeed and give four issues a year then it is obvious that more material is needed from members. I would like to suggest that technical and other enquiries are invited from members and that they are published so that other members may answer. If sufficient answers were sent in perhaps an article could be concocted from all of them.

As a starter I would like to ask: "What is the difference between the various 4½-litre engines, in particular how the Sanction 4 differs from the Sanction 3?"

I only hope this starts something off, as it's the first time I've written to the magazine and perhaps other questions would prompt me to do so again.

ALAN BROWN  
B.99.

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*Castrol Sports Service.* Appearing in this magazine are two articles of general motoring interest. They have been made available to motoring clubs by Castrol Ltd. and are the first of a series of regular contributions from this source. ED.

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(More letters appear on pages 22.24)



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## CASTROL SPORTS SERVICE

### THE EVOLUTION OF THE RACING WING

ALTHOUGH IT APPEARED THAT WINGS TOOK formula 1 constructors by surprise, such was not really the case, because several teams had been experimenting with wings as devices to assist negative lift, and McLaren's car had been designed to take a wing even before Robin Herd left late in 1967 to join Cosworth. But it took a while for the advantages of wings to be established and even now there are divided schools of thought. Should the wing be attached directly to the suspension uprights thereby exerting the downforce directly to the tractive surfaces of the tyre treads, or should the wing be chassis-mounted above the engine, compressing the suspension with the down-force and lowering the effective ride of the chassis fuselage? Should the wing be high or low? Should you have wings front and rear? There were plenty of problems for formula 1 pencil men to ponder on.

Robin Herd has said that in the field of aerodynamics, racing car designers are only just scratching the surface. Remember the 'revolutionary' wedge body on Graham Hill's Lotus when he won at Monaco? It probably didn't go fast enough through Monaco's streets for the wedge to take effect, but the level of aerodynamic awareness was so low then that Graham wouldn't race with the wedge tail on at Spa because he hadn't a chance to practice with it. Three GP's later—at Rouen in France—the two works Lotuses were sporting the biggest wings you've ever seen! It wasn't that Graham was being chicken or stubborn at Spa—it was just that he didn't KNOW what would happen, and neither did anyone else! Graham couldn't check through the little black book he carries with him making race notes, because there wasn't a wedge reference in there!

Brabham and Ferrari were the first teams to fit wings and their chassis-mounted efforts at the Belgian GP in June, 1968, were the subject of some confused titters. When Lotus appeared at Rouen with their wings carried relatively high

and mounted on the uprights, all logic said this was the way to do it and wasn't Colin clever in using knowledge gleaned from his early days in the aircraft business. Jackie Oliver didn't think much of the high wings when his Lotus suddenly swapped ends in an accident commonly attributed to hitting a rough patch of slipstream as he pulled out to pass two other cars. Michael Bowler described the effect in "The Motor" as that of a rower jabbing his oar into the current and pulling the boat round. Chapman countered by announcing he would raise his wing even higher to dodge the "dirty air" swirling over the body and the wheels. Then we received the news with incredulity, but now it seems the obvious thing for "Chunky" to have done. That extreme care and

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1937 LG.45 4½-litre	45/- "
1939 LG.6 and V-12 (one book)	60/- "



some knowledge of aircraft principles was required in the building of wings, came when John Surtees appeared at the British GP with a copy of the Lotus wing on the back of his Honda. One of the struts snapped at a weld during the race and the wing flailed off. As proof that these wings really work, Surtees battled the rest of the Grand Prix controlling vicious oversteer with the down-force removed from above his rear wheels.

One of the disadvantages of the wing was the drag caused by the installation sitting high up in the air stream on the straights. If the wing was set at an ant-lift angle to aid traction in the corners it would reduce top speed on straights and drivers were reporting a slight drop in revs. at high speed. If the wing could be levelled for the straights, the drag would be reduced, so Matra using their missile background, came up with a series of micro switches hitched to brake pedal and gear lever so that down-changes or braking would bring the wing up to its required angle, and changes into higher gears would level it. Jim Hall had pioneered this levelling system on his Chaparral CanAmcar a couple of years earlier, using a pedal in place of the clutch (the Chaparral has automatic transmission) for the driver to "feather" the wing himself. Lotus copied this feature on Graham Hill's Lotus when he won the Mexican Grand Prix and clinched the world championship. Graham had a small pedal above the clutch which he depressed on the straights to level off the wing.

At Monza Ferrari turned up with a movable wing operated by engine oil pressure, the pump being activated by micro switches on the brake pedal, the gear selector rod at the back just before it disappeared into the box, and an overriding switch enabling the driver to operate the wing by a control like an indicator switch off the steering column. But the Italian team fell foul of their own ingenuity at Monza—Amon's crash early in the race, caused by a split in the oil pressure pipe to the wing pumping oil on to his own rear tyres! Monza also saw the brief trial "flight" of the Brabham bi-plane with wings front and rear. By the Canadian GP every car in the race was winged, and the Brabhams raced with their two wings, the rear one sharing its down-force between the uprights and the chassis. Once again, you were tempted to laugh, but then you remembered that Ron Tauranac was one of the first people to fit his car with a wing, so you stopped laughing and took notes!

What will they do next? Figuratively speaking, the sky is the limit. Wings were the first and most obvious area to work on with racing cars, but design work is already being carried out UNDER-NEATH the cars, so that 1969 could see startling new developments on a sort of Anti-hover principle.

The cars could have GP "mini-skirts" and air pumps being used to draw air out from under the car so that instead of hovering the car is sucked down on to the road! Connect this system to the suspension, and you get a radical new version of negative lift!

Icarus would have been most impressed at all these goings-on. . .

E. YOUNG

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## STRAIGHT ON AT THE CROSSROADS

BY GERAINT PHILIPS

RALLYING IS AT THE CROSSROADS. THE FAVOURITE expression of supposed experts from Lydd to Loch Eck has played its lament from the pages of magazines and from the platforms of eloquence with which every decent bar is equipped.

Alas the advance of pessimism!

Of course rallying is at the crossroads. It has always been at the crossroads, and very likely always will. But of the available roads, it has always picked a goer up to now and, if the rallyman's undying tenacity is anything to go by, will continue to do so.

Rallying is an activity which undergoes constant metamorphosis. Today, it is vastly different to the rallying of a decade ago and if this magazine survives to the late 'seventies (as we trust it will) similar sentiments will be expressed then.

Problems, difficulties, obstacles have all been put in our path but, as all navigators know, there has always been an alternative route which leads eventually to the next control, and the next, and the next.

Costs have risen, organisational problems have trebled and there has been an upsurge of anti-rally feeling in some quarters. But we still have our sport and, by the Great Dyke of Offa, we shall always have it.

A little thought, a little consideration, a little determination and a whole bootful of enthusiasm, and we'll go straight on at those crossroads, passing the non-goers without as much as a second glance.



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## LETTERS TO THE EDITOR

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### LG.45 Piston Rings

Dear Sir—During the rebuilding of my Lagonda I have had to install a new set of rings because the old ones had not been fitted to what I considered to be the correct clearance.

The old rings have been a few miles but I believe they still have some use left in them, and I hate to throw them away.

Sometimes a fellow (or a girl) gets into this rebuilding game on a restricted budget and might be able to use some rings, if they were free of cost, pending better times. This was my situation for many years.

My reason for writing is to ask the propriety of offering these used rings to whoever can use them. Perhaps no-one would consider such a thing, but I thought I'd try.

Due to an accident there are enough for only 5 cylinders (frozen piston).

If you know of anyone who can use them I will mail the package promptly on your instructions.

My LG.45 is now operative as a chassis and made its (her) maiden voyage about two weeks ago with a lawn mower gas tank for fuel, and a couple of boards for the driver. What a bomb! Now I must seal up a few little oil leaks that showed up and try to tune the two S.U.'s. Then to the body which is hanging from the roof like the old harness system for fire-engine horses.

I expect I may be able to make an assault on the Motor Vehicle inspector about October if there aren't too many family duties, which there probably will be.

Rings should fit a standard bore of 88.5 mm. Also, a firm in Godalming, Surrey (full address from Len Buck. Ed.) made my exhaust valves. I gave them a drawing and will supply one to anyone else who wants one.

I hope you and "Flashbulb" had a good Christmas and that the New Year will bring lots of good things along with solvency to the Club.

HORACE ABBOTT

151 Shore Road, Old Greenwich, Conn. 06870, U.S.A.

(Anyone interested in these rings should contact Mr. Abbott direct. Ed.)

### P.100 Headlamp Conversion to Double Dip

Dear Sir—After exhaustive enquiries, trials and errors I have found what I think is the answer to the above problem.

Obtain Lucas Headlamp, Part Number 51328, cost £7 12s. 6d. Remove the reflector and glass of the P.100 leaving only the body shell and rim.

Make up 3 "Z" brackets and fix these by soldering to the rim of the lamp body in a position to line up with fixing bolts of the 51328 body. When positioned mark and drill out  $\frac{1}{4}$  inch hole on top side of "Z" bracket and clip on a suitable  $\frac{3}{16}$  inch "J" type spire nut.

It is necessary to remove the junction box fitted to the bottom of the new Lucas Lamp body as it fouls the spring of the rim catch of the P.100.

The upright portion of the "Z" bracket should be about  $\frac{3}{4}$  inch but this must be determined by trial and error—a strip of 18 s.w.g. aluminium being ideal for the purpose. The brackets should be made of 18 s.w.g. mild steel.

Completed, the chrome rim of the new unit should fit neatly up to the rim of the P.100 lamp, leaving no gap.

I hope that this information will be of use to members.

TURNBULL HARRISON Northumberland

### Distorting the Truth

Dear Sir—I was quite touched to read the Note in the last magazine welcoming back to the Club such stalwarts as Dr. Rexford-Welch and myself. However, on reading further, I came across M.H.W.'s "Looking Back to Summer" in which he wrote that when I was Editor I "distorted the truth just for the hell of it".

It is really a bit hard for a member of such long standing as myself to be thus libelled in the autumn of his life. Alas, when I enquired about rejoining the Club, I did of course think that there would be no question of me paying any subscription, let alone a second entry fee. I would not even have taken it entirely amiss if David Brown and Arthur Fox had insisted on standing down to make room for me.

After all, I did do quite a bit for Lagondas. It may not be generally known, but Lagondas wouldn't have got that export order from Russia if I hadn't had a word with the Czar.

Much though I dislike blowing my own trumpet, I much prefer it to blowing anybody else's. Therefore, in view of M.H.W.'s printed calumny



and to keep the old and proper spirit alive, I have decided to break silence, etc., and for the good of the Club and the edification of its unborn members, to set the record straight in some essential respects.

To begin with, all this folk lore stuff about French-American-Indian creeks in Ohio is a lot of hooey. Lagonda is an anagram of "Ada Long" and there never was a Wilbur Gunn. I made him up too. (Ada was real, though.) Only a fool would have marketed a vehicle called a Taylor at that time. Look what happened to the firms that tried it later. One had to be pretty fly in those days; I think the best car I launched then was the Silver Ghost.

Later, after my tanks had won the war, I justifiably took a back seat, so I was unable to do much about the Two Litre. Politics killed my V.16 version. Having during this period established the first British base on the moon, I felt I could do with a little relaxation and won the 1935 Le Mans race. "Hindmarsh and Fontes" were pure fictions of course. I just nipped over the pit counter, changed overalls and did a quick make-up job.

Because I had felt that the ride of the M45R was a bit rough, I started taking a hand in things again. This is generally identified as the "W.O Bentley" period. That the two Lords (Selsdon and Waleran) did so well at Le Mans is no accident. I just drove the Selsdon car round for 12 hours and then popped into the other one and pottered around for the rest of the time. I was a little cut up that I was only 3rd and 4th, though it was some consolation that my own timing apparatus was not in use. Things like that always get hushed

up, like the way I finished the last war.

Since then I have again been resting, even if the resemblance between Jon Abson and myself is no co-incidence. I had nothing to do with the post-war Rapide.

I don't think I need to go further to convince any sane pedestrian that I do not distort the truth. My strength is that I don't even start with it.

G. P. W. TAYLOR (Lamborghini)

P.S. In my day, if any fool member like me had presented a collapsible toilet to the Club, the magazine would have been self-supporting for at least a couple of years. Furthermore, by a process of steady involvement, Johnson and Brezhnev would have exchanged posts.

My latest Chitty-Chitty-Bang-Bang is real, which is more that I can say for M.H.W.

### The Truth about Tortoise II

Dear Sir—I have had the doubtful advantage of reading in advance of publication the letter from our Former Editor, Tortoise (Twisted) Taylor.

If nothing more I think that letter clearly illustrates the difficulties the magazine committee was up against in those days. If lack of contributors was not bad enough one also had to cope with an Editor who was, how shall we say, a little different. Not mad of course, but just saw things from a different angle to everyone else. News items were not just a case of finding news, but finding a piece of information that the Editor could turn and twist and mould in such a fashion that the resultant written word was quite beyond the understanding of any normal person. Then he was satisfied that it was news worthy of the name.

A further example of the struggle for sanity that went on between the Editor and his staff can be seen from issue No. 22 in which he gives his view of the production of the magazine, and the following issue, No. 23 when the Assistant Editor revealed the stark truth of how the magazine meetings were conducted, if that is not too strong a word.

Clearly after all these years I do not want to burden the members with all the sordid details so am happy to retract that statement and say that the Former Editor did not distort the truth; he never knew what it was.

M. H. WILBY  
Hampstead, N.W.3.

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### Letter forwarded on by Bob Crane

Dear Bob—My October 1968 Lagonda News Letter arrived in today's mail, announcing the new rates for overseas members of the club.

I always await the Lagonda Club publications, which are outstanding. May I add my voice of thanks to you and others who are helping to maintain the excellent standards of the Magazine and Newsletters.

W. J. HODGES H.10

Los Angeles, California.

(Many thanks Mr. Hodges for your support. ED.)

### Latter Days at Staines

Dear Sir—Harry Gostling is very good at sprinkling bait upon the quiet backwaters of memory in the hope that some fish will, in a weak moment, rise to it and get hooked.

Referring to his story that Lagonda would not trust Mr. Crossley to assemble his own engines correctly, he might be interested to learn that these same discourtesies were extended to Mr. Henry Meadows, who was required to limit his deliveries to unassembled parts and at times had to suffer the indignity of a resident Lagonda inspector.

I can also confirm that Jaguar's Mr. Lyons spent several days at Staines in the close company of W.O. and the prototype post-war car—and the fact that they obviously got on well together produced a spate of rumours ranging from Coventry being moved to Staines (and vice versa) to engines becoming Staines responsibility and chassis and bodies that of Coventry (also vice versa). The merger was regarded by all of us lower orders as being practically in the bag. Then Mr. David Brown turned up and Coventry was replaced by Feltham and Huddersfield—but this time it wasn't a rumour.

Talking of bankruptcies, mergers, take-overs and sell-outs, reminds me that when Alan Good bought Lagonda in 1935 he was much given to lamenting the dirty trick played on him by the Lagonda winning the Le Mans 24-Hour right at the height of the negotiations—the Official Receiver promptly upped the purchase price by five thousand.

Rising to another bit of Gostling bait, I would say that "the very famous competitor" really became frightened when the V.12 suddenly appeared in a showroom not a hundred yards

from Green Park and hitherto the preserve of "the best car in the world". One of the industry's chief amusements over the previous couple of years had been watching the newcomer, Alan Good, riding for a fall with his talk of producing a Lagonda that would be the best car in the world. But now he had gone too far—this was sheer heresy.

With regard to the "with-it" people who bought them, I am very tempted to indulge in the gentle art of name-dropping, but I will merely say that a goodly proportion went to princes, dukes, lords, Hollywood film stars and north country textile barons. Which was how we found out that you had to increase the body height by a foot for people who wore top hats.

F. E. CHASEMORE

Staines.

### Regionalisation

Dear Sir—Only a little over twelve months ago it was felt that for Club communications to rely on the Magazine and Newsletter, together with a couple of regular meetings, was insufficient to provide the possibility of real personal contact between members. Accordingly, following a geographical survey of addresses, a process of "regionalisation" was implemented with the objective of achieving a nation-wide network of contact points.

With the advent of summer, it seems appropriate to emphasise that there are now over a score of regular monthly regional pub-meets providing a local venue at which most members of the club now have the opportunity to meet up, display their machinery and discuss mutual interests.

All this has been made possible by the enthusiastic efforts of local representatives whose names and addresses are permanently listed in the Magazine. It surely behoves us to give substantial support to the meetings, which they have arranged.

In conclusion it is suggested that the trumpet should be blown loudly at this juncture to draw attention to the spectacular improvement in club communications made possible as a result of regionalisation, and to call for a serious endeavour by all members to utilise and exploit the new facilities now at their disposal.

D. J. WESTALL

London, N.W.8.



## REGIONALISATION

Below are listed the names and addresses of local representatives and the meeting place:

Area No.		Monthly Meetings, 8/8.30 p.m.					
1	N. Ireland	J. Longridge, Flat 2, Lismoyle, 22 Warren Road, Ballywilliam, Donaghadee	To be arranged	11	Essex & East Anglia	J. D. Abson, 11 Highfield Green, Bury Lane, Epping	Kings Head, Writtle, near Chelmsford (on A122). 2nd Wednesday The Plough, Fen Ditton, off A45, 2 miles from Cambridge. 3rd Friday Lansdowne Hotel, Thorpe Road, Norwich. (A47). 1st Friday
2	Eire	L. C. Thorn, 5 Grange Road, Rathfarnham	West Country Hotel, Chapelizon, Dublin. 1st Monday				
3	Scotland	J. McKellar-Cairns, 22 Rullion Road, Penicuik, Midlothian	Edinburgh & Dist. Motor Club's 'place', Nelson St. Edinburgh. 1st Thursday	12	Bucks & W. Herts & Bedfordshire	D. D. Overy, The Old Cottage, Bourne End, Boxmoor, Herts.	The Anchor, Bourne End—on A41. Map Ref. 1" O.S. sheet 159 022063. 2nd Tuesday
4	Border country	I. G. Macdonald, 37 Oaklands, Gosforth, Newcastle-on-Tyne	Red Bar, Ridley Arms, Stannington, Northumberland. Last Wednesday	13	Berks & Oxon	M. B. Jones, 4 Grass Hill, Caversham, Reading	The Bull, Sonning. 3rd Friday
5	N. & E. Ridings	D. H. Coates, Hill Farm, Swine, Nr. Hull	Duke of York, Skirlaugh—on A165 and about 9 miles N.N.E. of Hull. Last Tuesday	14	W. Home Counties, Middx & W. London	A. H. Gostling, 8 Ridgeway Road, Isleworth, Middx.	Anglers Hotel, Staines. 2nd Wednesday
6	W. Riding, Notts, and Lincs	Dr. J. G. Rider, The Range, Hatfield, Doncaster	The Hatfield Chace, Hatfield—on A18. 2nd Thursday	15	Kent	L. N. Buck, 21 Willow Walk, Culverstone, Meopham	Park Gate Inn, Hollingbourne, Kent. On A20, $\frac{3}{4}$ mile from M20. 2nd Wednesday Sir Jeffrey Amherst, between Sevenoaks and Plaxtol on A25. 3rd Thursday
7	Lancs, Cheshire, N. Staffs & Derbys	H. L. Schofield, Foxhill Stables, 271 Mottram Road, Stalybridge, Cheshire	West Towers Country Club, Church Lane, Marple, Cheshire. 2nd Thursday				
8	South Wales	John Batt, 7 Grays Walk, Druids Green, Cowbridge	Bear Hotel, Cowbridge, Glam. 1st Thursday V.S.C.C.	16	Surrey & Sussex	N. T. Walder, Old Park House, Ifield, Crawley	Star Inn, Rusper, Nr. Horsham. Last Friday
9	Gloucestershire, Bristol, N. Somerset & S. Worcester	J. Organ, 'Onaway', Chalford Hill, Stroud, Glos.	The Swan, Almondsbury— 100 yds N. of M5/ A38 interchange. Fourth Friday, Starting 22nd Mar.	17	Wiltshire, Dorset & Hampshire	D. J. Palmer, North Carolina, Quibo Lane, Weymouth	Hambro Arms, Milton Abbas, Dorset. First Friday
	and for the Northern part of this area	J. Organ	V.S.C.C. meeting at the Royal William Hotel, Cranham, Glos.—on A46 between Stroud & Cheltenham. Third Thursday	18	Devon, Cornwall & Somerset	J. C. Bugler, 3 Springfield Close, Elburton, Plymstock, Devon	Dartmoor Hotel, Ashburton, 2nd Tuesday
				19	London		Yates' Wine Lodge, ex-Coach & Horses, Avery Row, W.1. 3rd Thursday



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