



THE MAGAZINE OF THE LAGONDA CLUB

Number 94 Spring 1977



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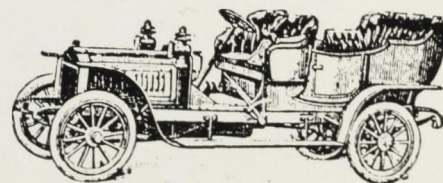
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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors.

FRONT COVER: The famous racing team of LG.45R's lined up outside the Fox and Nicholl garage. Note that petrol was 1s. 5d. per gallon!

Out and About

The GOSTLING PRIZE. Regretfully it has not been possible to award this trophy for 1976. It was felt that there was no contribution that was sufficiently outstanding to merit the award. Very disappointing news but let us hope that it spurs on our regular writers and our occasional ones too for 1977.

* * * *

Good news from NEWPORT PAGNELL. Activity around the new Lagonda seems to be buzzing—more orders have come in than ever expected by the new management. We look forward to its continuing development into a production model to carry on the thoroughbred Lagonda marque.

* * * *

Plans are in hand to repeat the highly successful Club AGM/Dinner Dance Weekend at Burnham Beeches. See your calendar for date. Pencil it *now* in your diary so that when the application form arrives you will not be one of the disappointed ones! Do *not* book the hotel direct please.

* * * *

The Editor is getting very short of copy for the next Magazine so he hopes to hear from all the area Secretaries in time for the Summer Magazine—COPY DATE 15TH MAY please!

* * * *

Included in the next issue are some reprinted articles from one of the very early 2-litre Registers. This has been done in response to a number of requests for technical information on this model. We are always glad to hear from members' with their own useful tips on repairing or renovating their cars for others to benefit by.

* * * *

For those who missed hearing who had won the coveted Club Concours awards at the last AGM, the list of winners is repeated here:

PREMIER (1st overall)—Tie between G. SEATON (3-litre) and H. SCHOFIELD (LG.45R).

CLASS A

(Tricar, 11.1, 11.9, 2-litres, 3-litres with T-type bodies)

1st G. SEATON (3-litre).

2nd W. LAKIN-SMITH (2-litre).

Award of Merit to: Alan Elliott, David Willoughby, Mrs. I. Creer, Clive Smith, Peter Whenman, Colin Banks.

CLASS B

(3½-litre, all pre-war 4½-litre and V.12's)

1st H. SCHOFIELD (LG.45R).

2nd M. VALENTINE (V.12).

Award of Merit to: Roger Firth (LG.45R) and Maurice Leo (V.12).

CLASS C

(David Brown types including DB2 V.8 Rapide)

1st J. LANCASTER (3-litre).

* * * *

Midlands Annual Dinner 1976

THE VENUE WAS THE SPREAD EAGLE HOTEL, Rolleston-upon-Dove.

The "Dove" being a river which we nearly reversed into on arrival.

The Lagondas in the car park were prominent if only by their absence. One D.B. 3-litre belonging to yours truly and Robin Colquhoun's 2-litre—total attendance for dinner being thirteen. A dismal turnout by any standards, particularly as the venue was chosen as the most centralised point in an effort (vain though it was) to encourage as many members as possible to come along.

An excellent meal was served in the small candle-lit restaurant, which probably explains why some used soup spoons for their trifles.

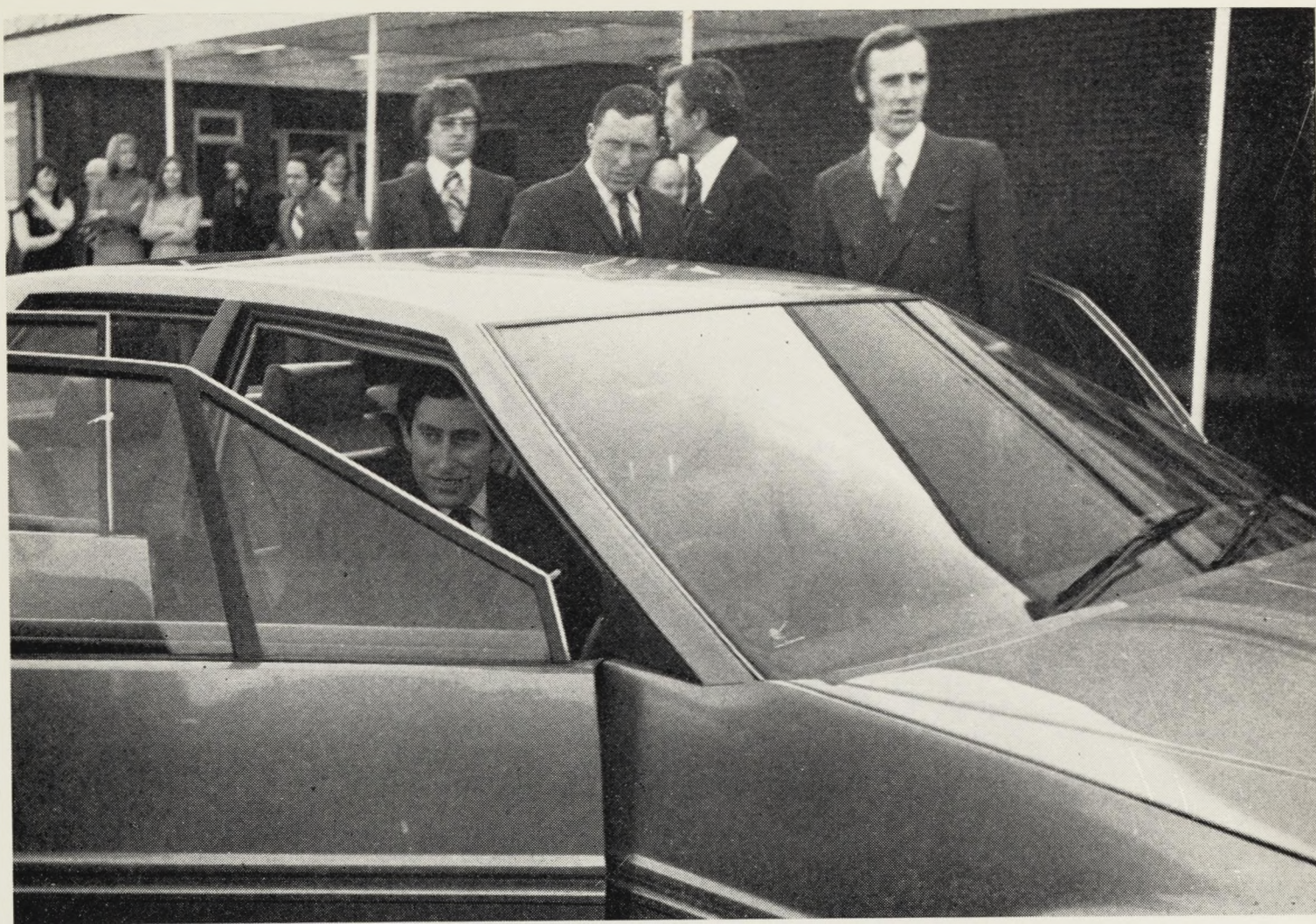
As "Time" drew nigh, we were invited by Pat and Neil Frajbis to their pad for a night cap—well that is what they called it. We left in convoy in the general direction of Burton and arrived without incident, although Robin's passengers were, at one point, in danger of collapsing through heat exhaustion. He had warned them earlier that he intended to switch on the heater.

Conversation and beer flowed until the early hours with only one break—a rapid exodus by the men into Neil's garage to inspect and offer advice on a cylinder head.

A wonderful evening with equally wonderful company. To those who didn't make it—sorry but you missed a good night.

HARRY TAYLOR

Copy wanted for
Summer magazine.
Please send to Editor
by 15th May please



Prince Charles visits Newport Pagnell

ASTON MARTIN OWNER PRINCE CHARLES VISITED the car firm's Newport Pagnell works during February—and drove the company's new £25,000 Lagonda super car.

The visit was arranged at the request of the Prince, who owns an Aston Martin DB.6 Convertible. He was interested to see how the hand-built cars are put together, and has also been intrigued by the publicity on the new four-door Lagonda, which was hailed as a world-beater at its debut at last year's Earl's Court Motor Show.

The Prince arrived in the co-pilot's seat of a helicopter of the Queen's Flight, and was taken round the factory by Mr. Peter Sprague, one of the company's co-chairmen. He met management, works foremen, and representatives of the works committee, and also spoke to a number of workers.

The visit was scheduled to last for a little more than an hour, but the Prince stayed for nearly two hours.

He drove the new Lagonda from the factory to the Woburn Abbey home of the Marquis and Marchioness of Tavistock, from where he flew back to Buckingham Palace in the helicopter.

With him in the Lagonda passenger seat was Aston Martin director of engineering Mike Loasby, who said "The Prince said he was very impressed with the sportiness of the car, its smooth ride, its quietness and with the steering. But he was disappointed that he was not able to open the car up."

As a result, said Mr. Loasby, the company was hoping to arrange a private test of the car on one of Britain's race tracks.

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A Day Out at 'Ally Pally'

HAVING VISITED ALEXANDRA PALACE IN OCTOBER 1975 to attend a 'Mike Parker' auction, just for interest and a day out, we were by about 5 p.m. the proud owners of a Model S Special 6 16/80 Saloon. My first old car, which fact I made abundantly clear to all when I enquired of the actioneers for the keys. Being told there were no keys needed I made a closer inspection of the dash board to find this fact was true. Starting was initiated by depressing two knobs atop the carburettor float chambers, a process known to the cognescenti as 'tickling er up' at the same time making contact with a switch marked STARTER. Stopping the machine was by groping under the dash board for a length of loose wire, the bare end of which was applied to a suitably clean spot on the steering column. This also served as a means of fire in case one had run out of matches.

On practising these manoeuvres for a few times, it was decided it would be preferable to continue the experiments outside the hall, passing friendly types pointing out to me the growing pool of petrol that was appearing under the front of the car, which it was claimed rather huffily by a Gent in Uniform was somewhat of a fire risk, in addition to which it was lifting the parquet flooring.

It was at this juncture that several things happened, seemingly all at once. The gear lever, which I had located on the right hand side instead of in the middle, traversed from front to back without any apparent impedance from a clutch device, the pedal of which shot out and nearly dislocated my ankle, and a migraine which had only been latent until my dear wife, in a frenzy of excitement, by waving her hand bag about had managed to get the car knocked down to us, burst in my head like a 747 going in one ear and out of the other.

"Looks like the Doppleschnellganger" said an important voice from outside the car. "Oh yes", I replied weakly, "does it need adjusting". "Only fitted to the three litre old boy", another voice opinioned.

I got out of the car hopefully, lurching on my bent left leg towards a small group of people standing by the front of the car. They look kindly folk I thought, and one of them was wearing a kind of blue overall with a little winged

badge framing the word 'LAGONDA'.

They looked at me with the sort of amused tolerance that adults reserve for pleasant but backward children.

"Excuse me", I babbled in a rapidly rising panic, the uniformed gent was by now making threatening guttural noises, rather like my dog does when she wishes to be left alone. "Excuse me, I've just bought this car and I can't get it to do anything other than pee petrol all over the floor, the vendor has assured me that he drove it to the sale this morning and that I would have no trouble at all driving it home, and it's getting late, and I've no tools, and no overcoat even if I do get it moving",—here my agonised cries were cut short, which was just as well as quite a good crowd had gathered by now apparently to see if it would actually blow Alexandra Palace up. "My name is Joe, Joe Harding", spoke one of the men with the Lagonda badges on their breasts; I moved gratefully up from my knees and invited them into the saloon. Being of the pillarless variety it was possible for quite a large number of them to get in, or on, or under the car. Unidentifiable voices floated out from under the bonnet, from under the middle of the car, from out of the back. Legs and arms sprouted as if by magic from all sorts of unseemly places. "Enough muck in these floatchambers to plant rhubarb" said a voice; "Not bad condition, quite original in fact" spoke a more refined voice; "Get me the tool bag out of the boot in my car", came another.

The man called Joe appeared to be warming to his task, diving alternatively into the driving seat, furiously shoving the gear lever backwards and forwards, and then shooting underneath the car,—“Find me a piece of wire or string”, he called, and I raced off towards the office, happy to be making such a notable contribution to the common cause. Unhappily the office could not produce any string or wire, which fact I nervously communicated to the recumbent figure, much afraid that my rescuers would all depart in distain at such a lack of enterprise; “Never mind”, said the legs, “let's have your wife's tights”. “And what do you intend to do with them”? she enquired. “Come down here and look at this”, I was invited. I lay down, grateful to be out of range of the uniformed gent, and looked. “See this ball on the gear lever, it fits in this socket on this cable, and the end of this cable is jointed to that quadrant, which operates the gears”, he chanted. I remember at the time thinking that

the 'INKSPOTS' had a number that went very much like that in the late forties. Anyway the meat of the matter was that as it was worn out, it tended to fall out, and therefore said Joe we need to tie it together. I felt very humble in the face of such a shattering diagnosis, and resolved to find a piece of wire without any further delay or prevarication. This I managed, and the worn ball was securely tied to the worn sprocket, thereby enabling me for the first time in my life to sample the delights of a very badly adjusted E.N.V. pre-selector gear box.

By this time the sand had been cleared from the float chambers, the needle valves freed off, and a spanner presented to me in order to repeat the operation should need arise on the journey home.

I chugged out of Alexandra Palace into the night air, a proud owner of a Lagonda car, swept down the drive, down the hill and out onto the North Circular Road, right in the middle of the rush and crush of thousands of drivers knowing exactly where they were going and what was more important, where their pedals were. My patient wife followed in the family Audi, a respectful distance behind.

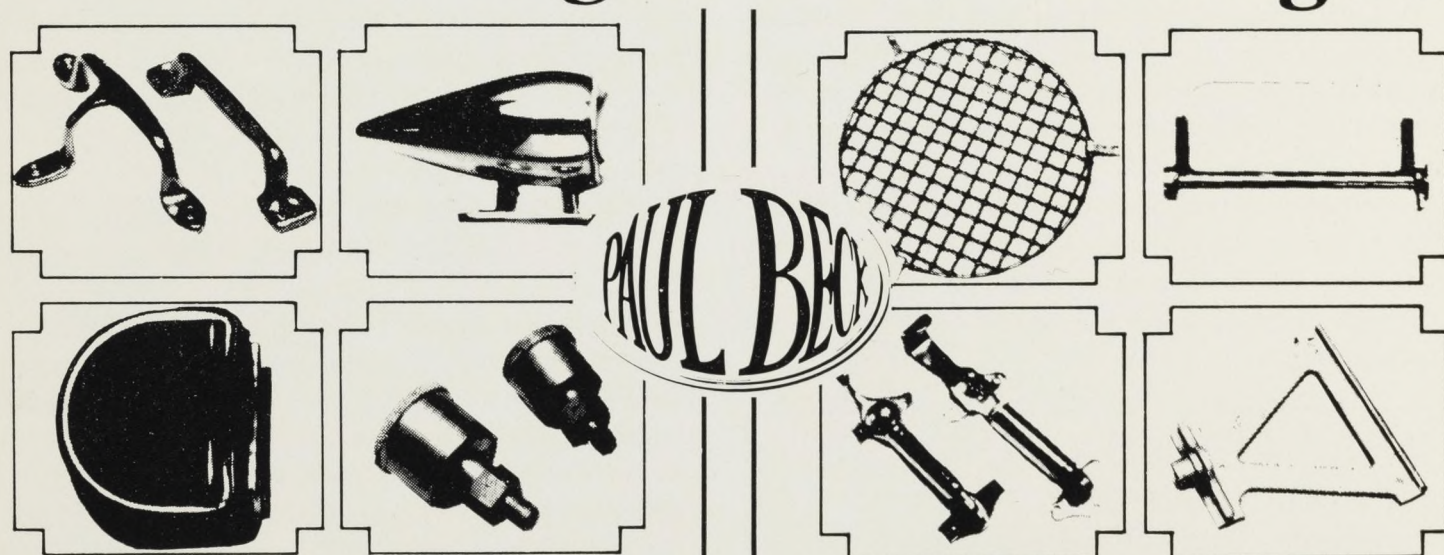
I switched the lamps on, the little lever pointed securely towards H & S, and I was warmed by the anaemic glow of one dirt encrusted bulb, buried in the tangle of knitting that descended in cascades from below the dash. The great Lucas headlamps faintly illuminated the outline of the radiator cap. "Never mind", I said to myself. "This is what the great age of motoring is all about, today we are so pampered we are not drivers at all". Phrases like 'Thundering up the Great North Road' passed through my by now fevered brain, 'Bulldog Drummond', God, this is what motoring is all about. A staccato of horn blasts and flashing lights from the rear awake me from a self induced hypnosis.

I pulled up after a great fight with brake pedal and handbrake lever, and enquired as to the nature of the interruption. "Put your lights on dear" my wife called, "people are running into the back of you before they see you."

"They are on", I replied, somewhat haughtily, "perhaps you are looking in the wrong place".

Inspection proved, however, that as is always the case, right or wrong, my wife was right. The wires that ostensibly carried electric current to

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the lamps, were in fact only holding the number plate to the chassis. As by now we were on the Motorway our only hope was to proceed with the Audi, headlamps ablaze, about six inches from the rear of the Lagonda to Scratchwood, in the hope that the blaze of light would prevent any other vehicle from stuffing itself into the boot. A sort of close coupled four plus five, styled by a drunken car crusher.

Scratchwood being reached, a live vein was selected at random and life duly fed into a lamp, a tankful of petrol purchased, a radiator of water collected free of charge, and a bucket of sand removed from the float chambers, the needle valves of which had stuck again.

The run to Toddington was accomplished in an amalgam of freezing cold, and deafening noise. The window in the drivers door being operated by a large lever in the upward direction and by gravity in the downward, this necessarily meant that it remained in the fully open position. The noise from the exhaust, which apparently terminated just below my left ear, served as a bass accompaniment to the tenor howl of the rear axle, which combined with the roar of the wind gave one a feeling of such wild exhilaration such as may have been experienced by the Captain of Wagners 'Flying Dutchman'. Certainly the rate of knots was not dissimilar.

At Toddington I fell into a deep sleep, in which I dreamt of Nordic Heroes, dressed in blue with Lagonda wings, wielding mighty shovels as they laboured to shift a never ending sand bar in a pink sea of petrol.

Eventually home was reached, but that's another story. Now after 18 months the 16/80 is nearly rebuilt from scratch, and last October we acquired an M.45 Saloon as well. 'They make a lovely pair'.

P.G.T.

THE LAGONDA BOOK.

The manuscript is nearing completion. Delays have been experienced because of the non-availability of company records in the late 30's. Happily these have now come to light and work is progressing on the last section.

Lagondas in Rallies

by D. H. Coates

November 1914: **Light Car Rally, Wisley.** "A stone-grey and black Lagonda cabriolet was noted."

January 1928: **Monte Carlo Rally.** F. H. Samuelson (2-litre) finished 22nd. 1st in Class E in Mont des Mules Hillclimb. Mention in "Open Car Class," Concours de Confort.

July 1928: **Bournemouth Rally.** E. G. Carr—Prize for "outstanding open car costing between £401 and £800."

September 1928: **Southport Rally.** Mrs. A. M. Pemberton—7th in Rally and 1st 10-14 h.p., Open, Trade, for elegance.

Lagonda Ltd.—1st, 10-14 h.p. Sports, Trade, for elegance.

July 1929: **Brighton Rally.** J. H. Densham—unplaced.

January 1930: **Monte Carlo Rally.** Lord de Clifford (3-litre Special). PG 3024—46th from John o' Groats. Skidded over cliff in practice for Mont des Mules climb. (Very difficult for J o'G. entrants to finish high up as extra points awarded for finishing from more distant starting points.)

September 1930: **Eastbourne Concours.** Lord de Clifford (S/c 2-litre, PL 2089) 1st Open cars, £501 to £800.

2nd Most distinctive car of any value.

January 1931: **Monte Carlo Rally.** Lord de Clifford (PL 2089)—Stavanger—4th in General Classification. 1st for comfort, Open cars over 1100 c.c.

T. C. Mann—Glasgow—34th in General Classification. 2nd for comfort, Open cars over 1100 c.c.

1st Mont des Mules Hillclimb, 2-litre class.

Condammi Cup for highest points in Braking and Acceleration.

August 1931: **Eastbourne Concours.** M. Cohn (3-litre)—2nd, Open Class, £800 to £1,000.

January 1932: **Monte Carlo Rally.** Lord de Clifford (3-litre, PJ 1867)—started from Umea, finished 20th. 1st in Open Car Comfort Competition.

T. C. Mann (GK 3466 S/c) started London, finished 37th. 1st in 2-litre class, Mont des Mules Hillclimb and made new class record in 3 min. 33 4/5th secs.

February 1932: **R.A.C. Rally.** 18 Lagondas entered.

The eliminating test favoured Fluid Flywheels

and Automatic Clutches as very low speeds in Top gear were needed. Miss Naish, driving Lady de Clifford's Lagonda, won the Ladies' Cup.

July 1932: **Guy's Gala Day, Brooklands.** Concours d'Elegance.

W. M. Couper—1st Open Class, £350 to £600.

Mrs. Andrews—1st Open Class, £600 to £900. (PJ 581 S/c).

July 1932: **Scottish Rally.** Miss M. Allan (PL 4158), Ladies' Prize, Large cars. G. L. Crabb—2nd, Comfort Competition, Closed cars over £750 (2-door Foursome Coupe).

Seven other Lagondas competed.

July 1932: **Alpine Trial.** W. M. Couper competed with 2-litre "Continental", JH 2463 (Results not available).

September 1932: **Eastbourne Concours.** W. M. Couper (JH 2463) 1st, open or closed cars, £501 to £700.

M. Cohn (2-litre S/c)—Smartest car of any value owned by Sussex resident.

January 1933: **Monte Carlo Rally.** E. M. and H. C. Liddell from Harrogate 57th.

From John o' Groats—D. Love finished 36th. H. Welch—crashed south of Aix en Provence. T. C. Mann (APA 524)—33rd, 1st Comfort, Open over 1500 c.c.

Mont des Mules—2-litre Class—

1st—T. C. Mann, 3 min., 32.3 secs. (new record)

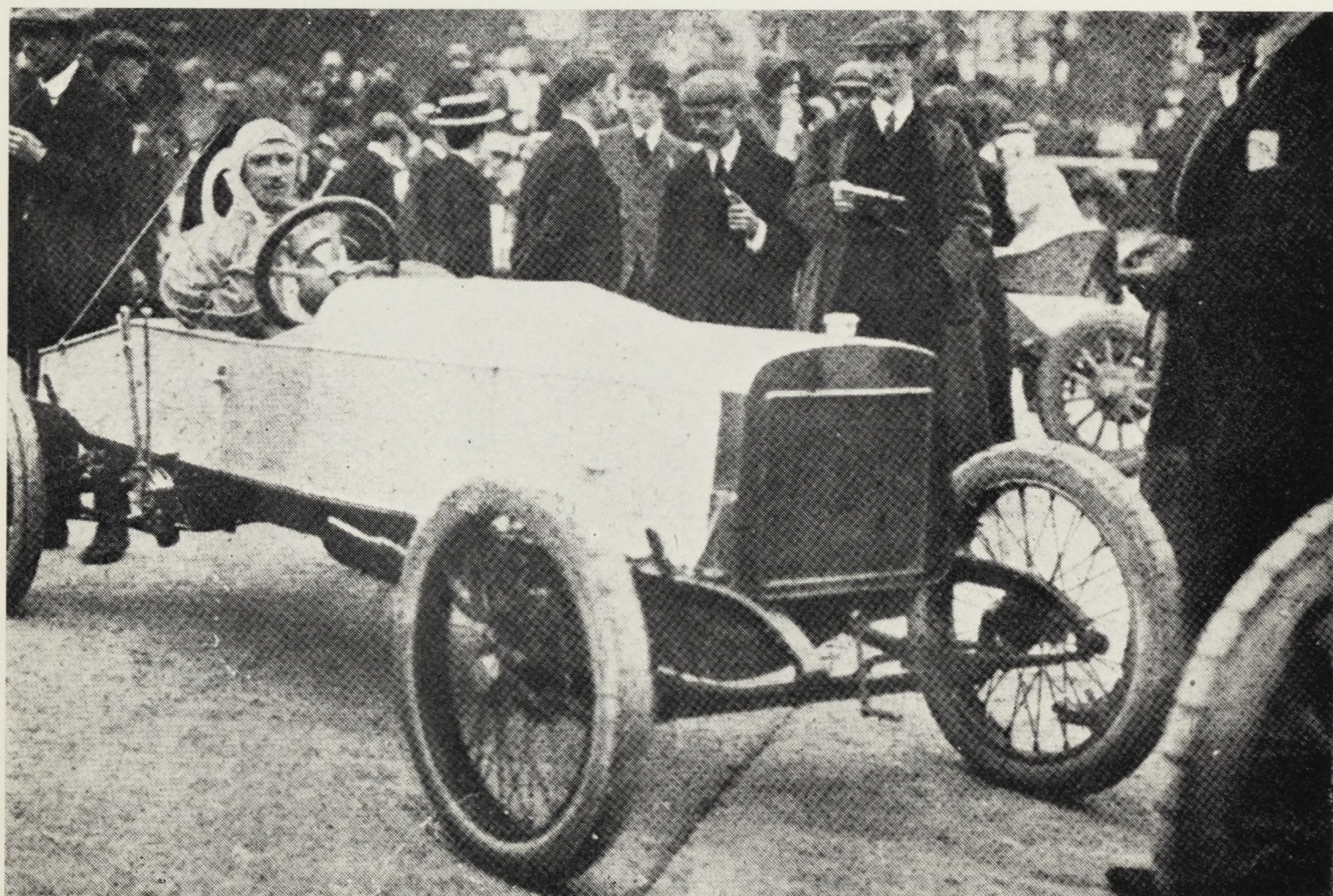
2nd—Liddells, 3 min., 52 secs.

3rd—D. Love, 4 min., 4.3 secs.

March 1933: **R.A.C. Rally.** T. C. Mann finished 21st in Rally and 2nd in Class 2 coachwork (open four-seaters). Clutch failed in Stop—and—Restart Test.

Eight other Lagondas competed including PN 8750 and GK 3509.

July 1938: **Welsh Rally.** J. D. Fox competed with WH 5554 (16/80 or Continental).



From the archives: G. H. Hammond with the 18 h.p. Lagonda 'Torpedo' after winning the Summer Handicap race at Brooklands in 1909.

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Lagondas at Cadwell



4½ on the starting grid—Nigel Hall.



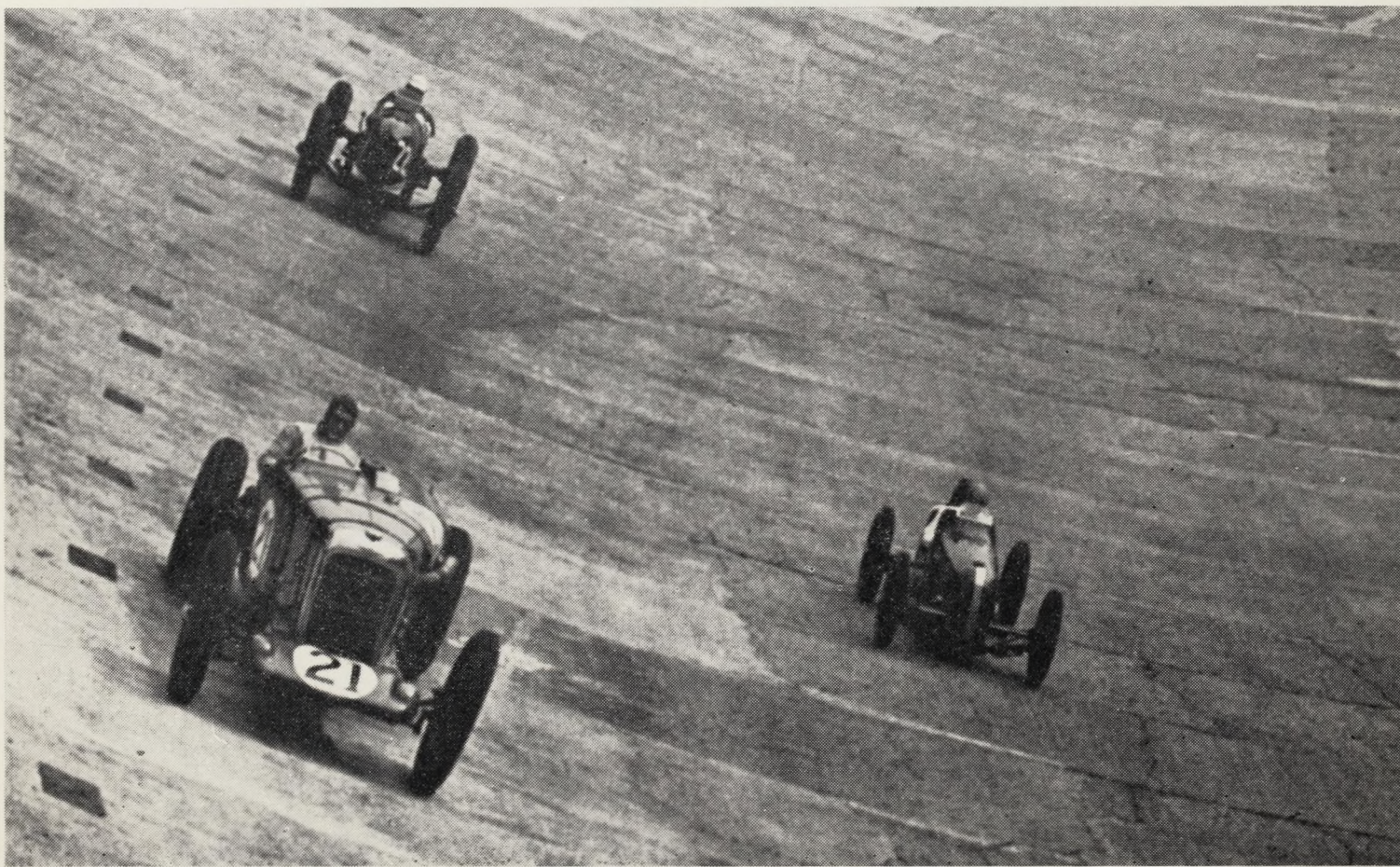
James Crocker in the Rapier.

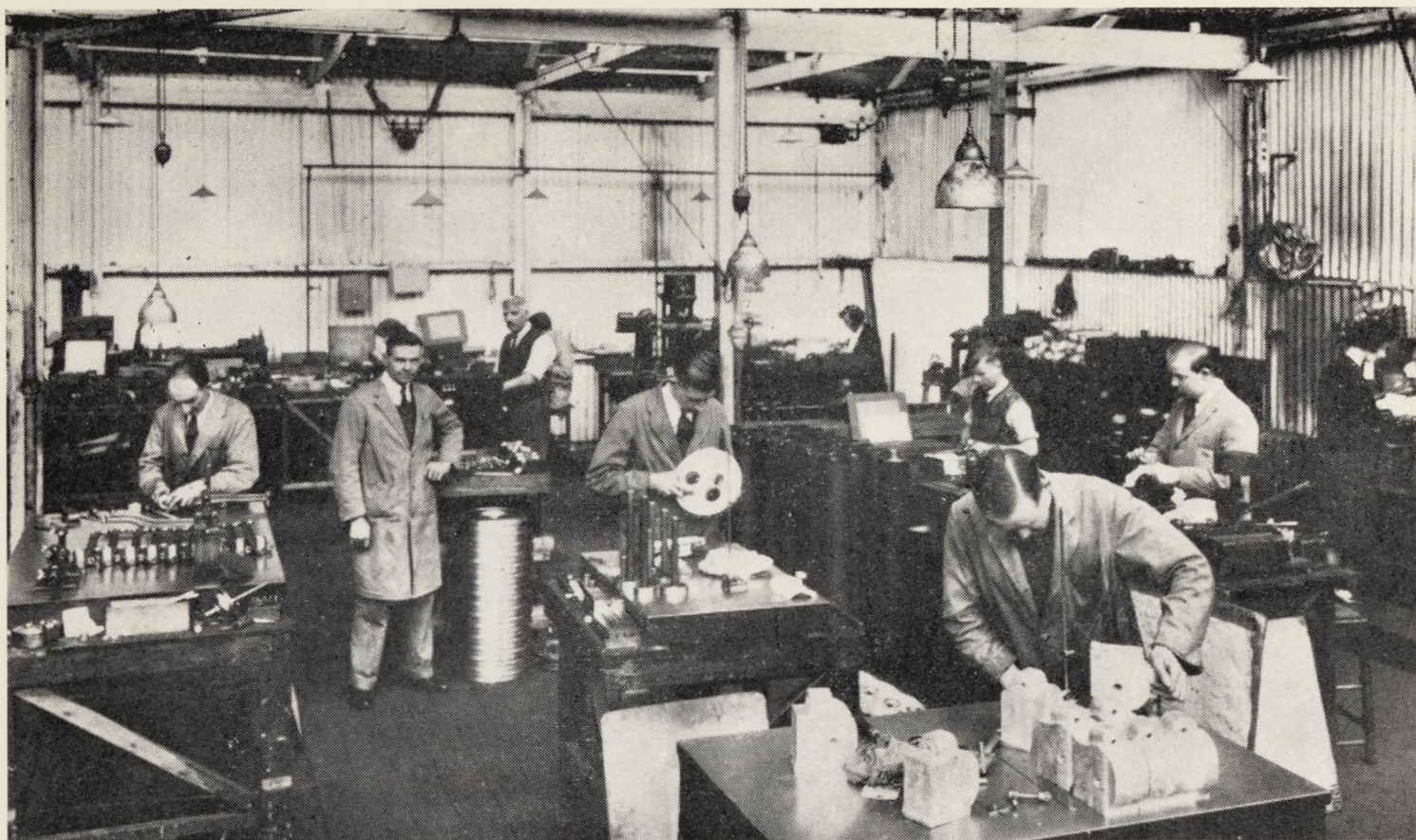
Photos by Roy Paterson



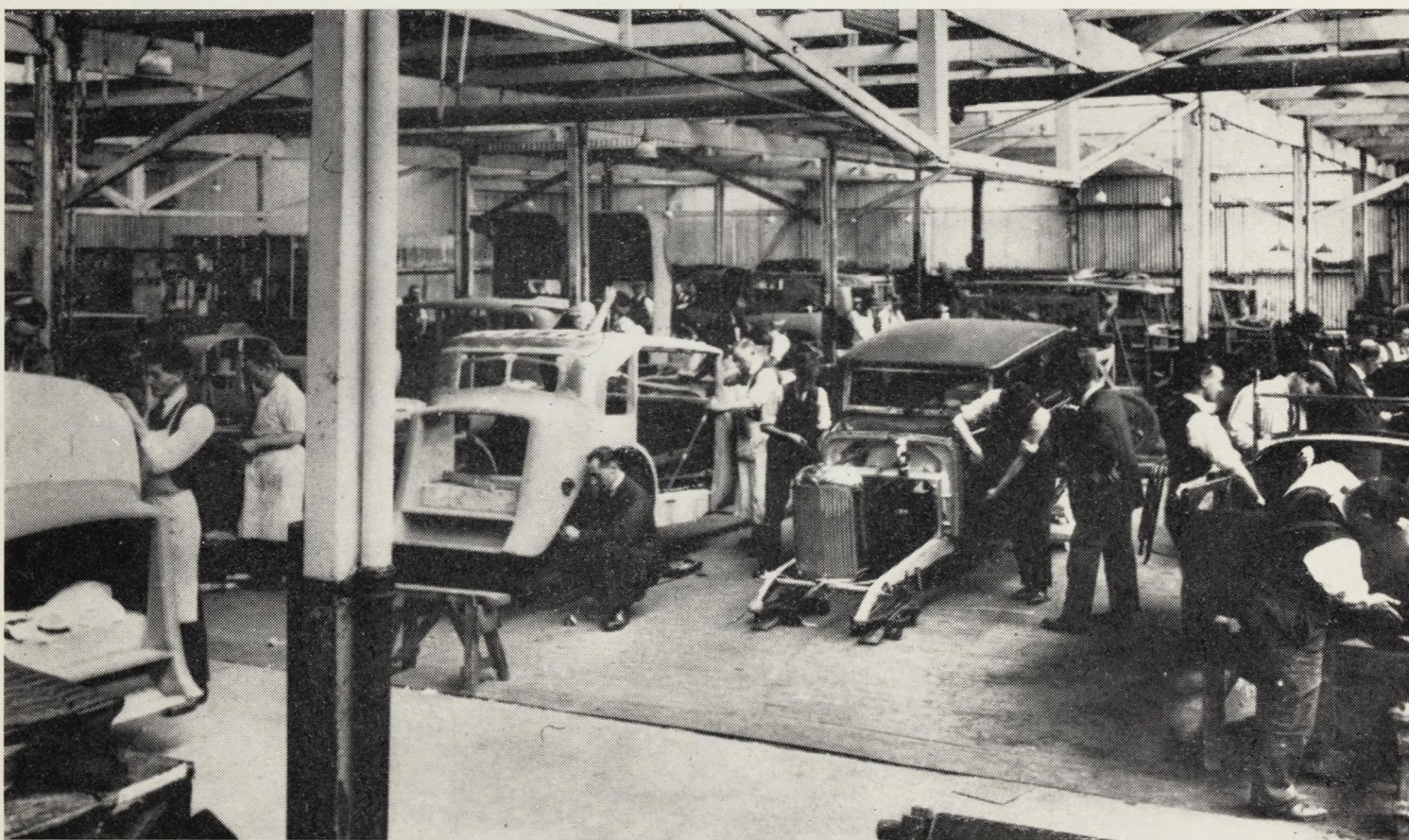
A rare photo shows Arthur Fox with Charles Brackenbury at Le Mans in 1937.

Below: A shot of Brian Lewis in an LG.45R at Brooklands in the 1936 500-mile race.





LAGONDA DAYS. Two more photographs from Arthur Thatcher's collection. Above shows the Inspection Department and below the Paint Shop. Rubbing down and undercoating what appear to be 3-litre Saloons in the foreground.



Music on the M.45R

A LAGONDA DURING DISMANTLING AND REBUILDING must, as often as any make, be the cause of questions such as "Why did they do it *that* way?"

One such puzzle, to which no-one seems able to give an answer, recently arose during the re-assembly of the dynamo drive of an M.45R. It attracted attention because of an unexpected oil leak from the rear end of the drive shaft where it passed through the drive shaft carrier.

The engine had been reassembled, except for the cylinder head, and mounted on a test-bed. So that it could be turned over at about 300 r.p.m. to test oil pressure and do some running-in, a 1½ h.p. electric motor was connected by belt to a large pulley on the crankshaft. This pulley was a wheel off an Allen Scythe and the centre hole, believe it or not, exactly fitted the crankshaft!

The oil pipe to the valve gear was blanked off and so the pressure at the oil jets feeding the chains was doubtless higher than normal especially as new white-metal bearings had been fitted.

Once the oil was "friction" warm a steady drip appeared from the drive shaft. Investigation showed that excess oil being flung off the chain—perhaps due to blanking off the valve gear pipe—was passing through the races of the ball bearing and leaking out through the gap between the shaft and the housing. A shrouded bearing caused this leakage.

The next thing considered was the oil collector groove cast in the carrier immediately outside the bearing housing and the oil thrower on the shaft corresponding with the collector groove. A sensible enough arrangement by which to cope with the oil leaking past the ball bearing if, for some reason, it was considered undesirable to fit a shrouded bearing.

But—and this is the puzzling question—if an oil thrower and collector groove were thought necessary, just *why* was no drain hole ever drilled from the collector groove to take the excess oil back to the timing case?

Without such a hole it was a waste of money to have had the oil thrower at all whilst a shrouded bearing—were they invented in 1933?—would have made it unnecessary anyhow. Surely a reason must exist somewhere for the lack of a drain hole?

ALASTAIR INNES DICK
Clifford Chambers,
Warwicks.

By Tricar to the Far North West A Summer Tour

WE WERE NOT BENT IN NEGOTIATING THE NORTH-west passage by tricar, but we started with an object, and that was to reach a spot which had never yet been trod by the tyres of a tricar, that grand and rocky promontory, Cape Wrath, the most North-westerly point of the British Isles. Long before the eventful day our plans had been carefully laid. These were to make for Dundee by water, so as to ensure a day's complete rest before beginning a somewhat arduous tour. Both my friend and I know the Great North Road well enough, and hidden safely in the tool box lay a sprocket to raise my gear so that I might enjoy on our return the fine straight stretches which abound on the famous old coach route. The day for starting came at last, and S. and I met at the corner of Blackfriars Bridge *en route* for Limehouse Wharf. He on an 8-10 h.p. Armadale, brand new from the works, resplendent in fresh

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grey paint and shining brass work; I on my year old 10 h.p. Lagonda, brought up-to-date by the addition of water-cooled cylinders and radiator, not to mention a touch of the paint brush here and there by the coachbuilder. Our passengers were to join us later, so laden only with their luggage and ours we set forth for the docks. Fortunately, the London traffic on a Saturday afternoon is not heavy, but we found it bad enough, especially in those narrow squalid streets which run, or rather try to run, parallel with the river. The Commercial Road, which we should have taken, was not negotiable, as the tramway fiend was busy there bent on his work of desecration.

After twenty minutes misery, bumping through wretched alleys, and dodging here and there a potato thrown by a gamin, we eventually reached the commodious wharf of the Dundee, Perth, and London Shipping Co., and drew alongside the ss. *Perth*, which was to take us to bonny Scotland. Here two dock hands rushed forward to tell us that all petrol must be emptied out. We expected as much, and so we had both driven down on as little as possible. Buckets were brought to catch the precious spirit, preparatory to throwing it into the river. S. disconnected his petrol pipe. I opened the drain tap, and as the petrol slowly trickled through I could not help exclaiming, "What waste of good stuff!" Hardly were the words out of my mouth when the cheery old captain, a really good fellow as we afterwards discovered, came up and told us that as the tricars would remain on deck, there was no need for any more waste. S. had already emptied a bucketful into the Thames, but mine was not quite full, so back it went into the tank. The next item on the programme was to hoist the tricars aboard. Slings were rove beneath the frames, care was taken that the balance was correct, and then at a signal from the foreman up they went aloft. Good readers, have you ever seen your pet tricar, your faithful companion of 10,000 miles, hoisted in the air as you would lift a pen from the table and dangle suspended, slowly twisting round and round? If you have you can sympathise with me. But my fears were in vain. Down it dropped till within a few inches of the deck, and then came to rest as gently as a woman would lay her baby to rest in its cot. Next we removed our lamps and left the seamen to make fast the two tricars and make them snug for the voyage beneath two large tarpaulins. It was a job well done, and neatly done, and neither of us can complain of the way

in which the company treated us in this respect.

The Usual Sailor Yarns

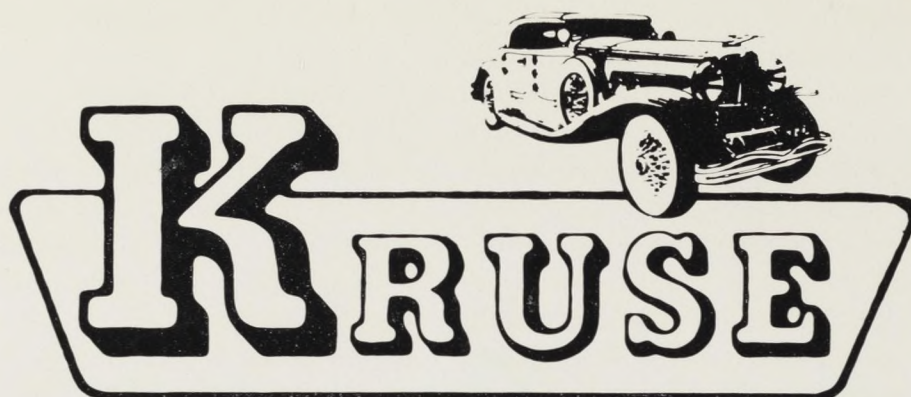
Of the voyage I need not write much, except that had I space I would recount some of those excellent yarns told by the good old Scots captain, which kept those who heard them in convulsions of laughter. On through the night—we left dingy Limehouse at 10.30—all the next day, and most of the next night, we thumped our way northwards at a steady fifteen knots. At 5 a.m. we were in Dundee, and at 7 both tricars were ashore, and we were off to the nearest hotel for breakfast. There we were met by a man from the Rossleigh Motor Co., who punctually to time brought petrol and oil for the tricars, while we breakfasted. A steady rain was falling when we landed, and it still poured hard as we got under way and started our long climb out of Dundee. I was soon going up at a smart pace, and before long was well out of the town, when we stopped to wait for S., who soon arrived, wearing a long face, as he told us his engine was not pulling. There was no hurry, so we just ambled along, thanking Heaven that the rain had stopped and the roads were getting better every mile. We had not gone far when, on looking behind, S. was out of sight. So again we rested, and after some minutes S. arrived, looking ten degrees happier. His back brake band had been binding on the drum—a trouble which he quickly cured by removing it altogether.

We now both made good progress, and jogged along quietly to Blairgowrie. Here we took a wrong turning, but, fortunately, soon found the road again, and continued our journey to Pitlochry, enjoying the beautiful air and pretty wooded scenery. Dunkeld was the first place of importance to be reached, and here we joined the Inverness road, still fresh in my memory after the A.C.C. run to John-o'-Groats. From there we had a splendid run to Pitlochry, where at Scotland's Hotel we had an excellent and badly needed lunch.

Cold Air Affects Carburation

S. was not altogether happy; he complained of bad carburation, and so drove the Armadale straight to the local garage to have a warming pipe fitted to his carburettor. Expecting such a simple job to be done in an hour or so, we strolled down after lunch, only to learn that it would be ready next morning.

S. therefore decided to leave things as they



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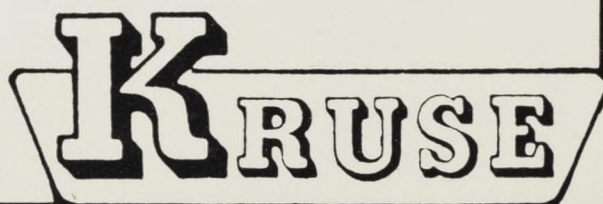
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were, so after waiting for a heavy shower we set off on our way north, making a *detour* outside the town to visit the falls of Tummel. The turning which one takes to reach these picturesque falls is about a mile out of the town, and the road is a succession of sharp turns and short steep hills. The motorist, however, if he takes this short *detour*, is well rewarded for his trouble, since the pretty views which unfold themselves at every bend in the road, and the sight of the falls themselves, fully justify the expedition. At the time our journey was made the falls were to be seen at their best, the river being "in spate." Leaving the falls, we swung gently along the humpy but pretty road to view the Pass of Killiecrankie, only accelerating to tackle the hill two miles from Pitlochry, which is said to be the steepest between that town and Inverness. On reaching the Guide's Cottage, we halted, and strolled along the path to the Queen's View—a spot from which the late Queen Victoria admired the beauties of the Killiecrankie Pass. A seat marks the place which looks on to a narrow gorge flanked on either side by steep wooded hills, through which the river, after issuing from a deep silent pool, rushes onwards towards the falls we had just left. We lingered just long enough to admire the scenery, and then set forth through Blair Atholl, after which place the roads are distinctly better. The weather looked far from promising, and we were just enjoying the delights of a fine speed stretch when down came the rain in torrents. Fortunately, a cottage was nearby (I say fortunately, as there are few habitations between this point and the top of the Drummochter Pass), where we recuperated ourselves with an excellent tea, during which time the storm passed over. Once past the turning to Struan Station, the road becomes somewhat loose, and the climb begins.

My machine was pulling remarkably well, and roared over the Grampians like a thing of life. I had, however, to check its delightful impetuosity, as our good friend S. was nowhere to be seen. We waited while my wife gathered heather, and I lighted a pipe. We walked about, admired the grandeur of the superb desolation which surrounded us, but not a sign of our friend was to be seen. At last I decided to go back, and a mile and a half further on I found him outside the last cottage, we had passed, with a hammer, a piece of wire, two inches of lead pipe, and a genial Highlander trying to manufacture a warming arrangement for his carburettor, the working of which in its

partially adjusted state was badly upset by the cold air. S. did have hard luck that evening, as in two minutes he was hopelessly behind, while I, seeing the clouds gather on the mountain tops, sped over the pass, only using the second speed on two occasions, more as a precaution for taking corners than as a necessity. At Dalnaspidal Station a heavy rainstorm came on, and it got very cold, so we pressed on to the Loch Erich Hotel, Dalwhinnie. The rain soon cleared off, and I returned to the top of the pass to see if I could render the luckless S. any assistance. I soon met him going grandly.

The next day broke bright and promising. We were not, however, early astir, as our awakening on the previous morning, when the *Perth* drew alongside the Dundee wharf, coupled with the Scotch mountain air, combined to prevent our rising with the lark. S., however, was more energetic, and by the time we were down he was overhauling the Armadale, and tinkering with the carburettor. From Dalwhinnie the road continues to descend for several miles, but not without interruption, as there are several short upgrades of no great severity. The surface is not ideal, since the road is very loose in places, and through the towns of Newtonmore and Kingussie it is full of holes. We found, however, that the famous Grampian Pass was not nearly so bad as we had been led to believe, and the surface of the road is, like most Scottish roads, of granite, and not seriously detrimental to tyres. There is no doubt, however, that since motors have become common in these parts the road has been enormously improved. Our progress throughout the day was good. We journeyed on through Carrbridge, and lunched at the Freeburn Inn, some fifteen miles from Inverness.

Daylight after 10 p.m.

From this point to the capital of the Highlands, no incident happened worthy of mention. We were well up to time, but S. wisely decided to have his carburettor properly attended to, so, visiting a local ironmonger opposite the post-office, where we called for letters, he had a copper pipe neatly fitted to the hot air chamber. The job took some time, but it mattered not, as, now we were really in the far North, the evenings were long; in fact, it seemed as if it never got dark in those parts in the summer time. We all appreciated driving during that most perfect time of day between sunset and darkness on a summer's evening, when

a well-tuned motor pulls as it never pulled before. But how short this delightful period is in these southern counties; darkness comes on about nine o'clock, and then the merry pace must be reduced. But, oh! the joy of it, when one gets beyond the southern latitudes, and lamps need not be lit before nearly ten o'clock, and even then the daylight does not appear to diminish.

Just outside Inverness S. found he had overwarmed his carburettor, so he had to detach the warming pipe and direct the exhaust to the outside of the spray chamber. This did not take long and we were soon speeding round the shores of the Beaulieu Firth, intending to make Tain that evening. At Beaulieu we filled up with petrol and oil, and from that town we made an excellent journey through Dingwall, where we joined the Cromarty Firth. At this point the road is good and the scenery delightful, and as both the tricars were running perfectly we thoroughly enjoyed the run. Near Allness there is a turning which leads across country to the upper shores of the Dornoch Firth, joining the road from Tain, and cutting off a large corner. Here we held a consultation, which resulted in our deciding to hold our original course, and as it was late, to put up at the next village. This we did, passing the night at a somewhat inferior inn at Invergordon.

An Eventful Day

The next morning S. and I held a consultation as to the plans for the day, electing to make for Laxford Bridge, whence the road branches to Durness, hoping to reach there about 4 or 5 p.m. Meanwhile, the two ladies visited the village shops and purchased the necessary food and drink for lunch. The day was perfect—bright, sunny, clear, and cloudless—and this was fortunate, since it was to be the most eventful of the whole trip. S. had an adjustment to make to his brakes, and then we were under way, both tricars running in excellent form. The pretty views of the Cromarty Firth, the woods as we left the waterside and cut across country to Tain, the beauties of the Dornoch Firth beyond, the glorious scenery, the

magnificent air, all tended to raise our spirits, while the thought that we were within a day's journey of the summit of our ambition to be the first tricars to reach Cape Wrath added still more to our enjoyment. Once well on the way to Bonar Bridge, we stopped to rest, to take in the delights of that glorious morning, and unship our cameras.

Reprinted from the 'Motor Cycle', November issues 1906 by kind permission of the proprietors.
(To be continued)

Your Lagonda and the Law

by Arnold Davey

BACK IN 1969 AND AGAIN IN 1971 I COMPILED A list of the legal requirements for lamps on our cars when used in the U.K. Now that the MoT test is more comprehensive I have been asked to amplify the earlier articles and to cover all the other fittings and fixtures that we have to have. I have omitted the EEC type-approval rules now in force for new cars. It is unlikely that these would apply to any Lagonda unless a special builder was mug enough to register his car as a new one. Once upon a time this might have been a good idea, but it isn't now; in fact what with seat belt and anti-pollution regulations and such I doubt if a "new" Lagonda would meet half the requirements. Throughout the following the date of first registration of the car is crucial as the various rules apply from different dates. Most new regulations when introduced have not been made retrospective, although some were.

There are two main sets of regulations that govern motor cars, the Motor Vehicles (Construction & Use) Regulations 1973 and the Road Vehicles Lighting Regulations 1971. If you use a vehicle that doesn't comply with either, it is an offence under Section 40(5) of the Road Traffic Act 1972. The purpose of the MoT test is to make sure that on one day a year the car does comply with certain of the C & U Regulations and Lighting Regulations, but of course the law says that they have to be complied with all the time. Section 9 of the Road Traffic Act 1974 amended certain lighting and reflector rules but neither is likely to affect us.

Here we go then for the very much condensed *Construction and Use Regulations*

Speedometer. Not compulsory if first registered

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before 1.10.37. Must be 10% accurate (plus or minus). Rev-counter not acceptable (Sellwood v Butt 1962). (Regulation 18).

Reverse Gear. Compulsory for all vehicles over 410 kg (Regulation 21).

Safety Glass. Windscreens only, up to 1.1.59 first registration. Thereafter all glass must be safety glass. (Regulation 24).

Windscreen Wipers. Compulsory on all vehicles unless the screen can be opened wide enough for the driver to see clearly. (M.45 and LG.45 saloons don't open wide enough). One or more. (Regulation 25).

Horn. Strictly "an audible warning instrument", compulsory on all vehicles and mustn't be a bell, gong or siren. (Some Veterans excluded.) (Regulation 27).

Silencer. Compulsory on all vehicles. Separate maximum noise rules apply to vehicles registered after 1.4.70. (Regulations 28 and 29).

Wings. Compulsory unless the bodywork serves the same purpose. (Regulation 61).

Seatbelts. Compulsory after 1.1.65 first registration.

Door Locks and Hinges and Steering Columns. After 1.7.72 first registration, only certain named types permitted but general exception provided for home built and one-off cars. (Regulations 15 and 16).

Mirror(s). Compulsory on all vehicles. After 1.4.69 first registration must have soft surround (Regulation 23).

Screen Washers. If vehicle has to have wipers, it has to have washers. (Regulation 26).

Ignition Suppressors. Compulsory on vehicles first registered after 1.4.74. (Regulation 30). *But* earlier rules under Wireless Telegraphy Acts may still apply to older vehicles.

Brakes. I've left this till last as it is very complex and almost incomprehensible. (Six pages of tiny print). Cars first registered before 1.1.15 can have almost anything provided it is "efficient". (How efficient is not defined). Two wheel brakes were legal up to 1.10.38 first registrations, since when four wheel brakes have been compulsory. The actual requirements of efficiency are highly complicated but if you can get 50% on the foot brake and 25% on the handbrake (i.e. the car will stand still on a 1 in 6.25 gradient on the handbrake alone) then you comply with the most stringent set of rules (1.1.68 and later) and therefore with all of them. Applying the footbrake mustn't affect the handbrake lever and *vice versa*. On

vehicles first registered after 1.4.38 a dead engine mustn't render the brakes ineffective. (Regulation 59).

Some other odds and ends—

Tow Ropes. Must carry a marker if the vehicles are above 1.5 m apart, and must not exceed 4.5 m under any conditions. (Regulation 120).

Mascots. After 1.10.37 first registration "must not be likely to strike any person with whom the vehicle may collide." OK if soft or at least not sharp.

Lamps. The following is a condensation of the Road Vehicles Lighting Regulations 1971, which is a consolidating set of rules covering all vehicles in the U.K. I have excluded references to trailers, caravans, milk floats and four wheeled bicycles so that these rules as summarised apply only to cars. Where dates are quoted, these are the date of first registration of the vehicle in each case. Where distances are given as "apart", the lamps must be symmetrical about the longitudinal axis of the car and heights are measured unladen with tyres at normal pressures. Needless to say the extracts are very much abbreviated and if you really have a problem, it is wise to refer to the original Regulations; and the very best of British luck to you.

SIDE LAMPS

Two required on all vehicles used at night. White. Minimum wattage not specified, maximum wattage 7.

Height: Up to 31.12.51 (maximum 5 ft. — no minimum specified).

After 1.1.52 (maximum 3 ft. 6 in.—minimum 2 ft.)

Width: Not more than 12 in. from edge of vehicle.

Size: Not specified, but glass must be frosted or diffused.

TAIL LAMPS

Two required on all vehicles used at night. Red. Minimum wattage 5, maximum wattage not specified. After 1.4.59 must be marked "BS 2516"

Height: Up to 31.5.71 (maximum 3 ft. 6 in. — no minimum specified).

After 1.6.71 (maximum 3 ft. 6 in.—minimum 1 ft. 3 in.).

Width: Up to 31.5.71 Not more than 2 ft. from edge of vehicle.

After 1.6.71 Not more than 1 ft. 4 in. from edge of vehicle.

Position: Not more than 2 ft. 6 in. from rear of vehicle.

Size: Not less than 2 in. diameter or equivalent area.

NUMBER PLATE LAMP

Compulsory on all vehicles. Visibility rules changed 1.10.38 but no real difference.

HEAD LAMPS

Two or multiples of two required on all vehicles used at night if registered after 1.1.31. White or yellow, but both must be the same.

At least one pair must dip. (See previous magazine article, Spring 1969). One pair may turn with the steering.

Minimum wattage 30, maximum wattage not specified.

Height: Up to 31.12.51 (maximum 5 ft.—minimum 2 ft.).

After 1.1.52 (maximum 3 ft. 6 in.—minimum 2 ft.)

Width: Up to 30.9.69 At least 350 mm apart.

1.10.69 to 31.12.71 At least 600 mm apart.

After 1.1.72 Not more than 400 mm from edge of vehicle.

Size: Not specified.

FOG AND SPOT LAMPS

Not required by law but if used to replace head lamps, two must be used. White or yellow, but both must be the same in the above conditions. No wattage specified.

Height: Maximum 3 ft. 6 in.

Minimum 2 ft. unless used in fog or falling snow only.

Width: Up to 31.12.70 At least 350 mm apart.

After 1.1.71 Not more than 400 mm from edge of vehicle.

Size: Not specified.

Note: The above applies to fog lamps to be used instead of head lamps. If they are to be used as well as head lamps or in a lit street only, the dimensions and colour rules do not apply, but then the lamp isn't much use anyway.

REVERSING LAMPS

Not required by law. Maximum of two permitted. White. Minimum wattage not specified, maximum wattage 24 (each). Must not dazzle—same definition as for dipped head lamps. No dimensions specified. If not automatic, switch must be illuminated if registered after 1.7.54.

STOP LAMPS

One required on vehicles registered after 1.1.36. Shall be on centre line or right side of vehicle. Red. More than one OK.

1.1.36 to 31.12.70 Position and wattages not specified.

1.1.71 to 30.6.72 Minimum wattage 15. Maximum wattage 36.

Minimum height 400 mm. Maximum height 1500 mm.

If two fitted, must be more than 600 mm apart. Visibility angles specified (refer to Regulations). After 1.7.73 Dual-intensity rules added to above, but not compulsory.

REFLECTORS

Two required on all vehicles. Red. Must comply with and be marked "BS 2515" or "AU 40". After 1.7.70 only the latter permitted on new vehicles.

Height: Maximum 3 ft. 6 in. Minimum 1 ft. 3 in.

Width: Not more than 1 ft. 4 in. from edge of vehicle or less than 1 ft. 9 in. apart.

Position: Not more than 2 ft. 6 in. from rear of vehicle.

Size: Not less than 1½ in. diameter or equivalent area.

INDICATORS

Required on all vehicles registered 1.1.36 or after. Four sets of rules to cover semaphores and flashers. Any vehicle may carry indicators which apply to a later set of rules than strictly apply to it but not indicators that comply with an earlier set. "Hazard warnings" (all flashers going) permitted. Must have audible or visual warning unless the driver can see them.

Semaphores

Apply 1.1.36 to 31.8.65

Minimum length 6 in., thickness ¼ length. May be steady or flash. Must alter outline of vehicle by 6 in. and be at least 6 in. wider than body behind driver's seat. Must not be more than 6 ft. behind base of windscreen (except for pillarless saloons which are specifically exempted). Additional arms permitted.

Colours: Amber if showing to both front and rear. Amber or white if showing to front only. Amber or red if showing to rear only.

Height: Maximum 7 ft. 6 in. Minimum 1 ft. 5 in.

Flashing rate: See below. Wattage not specified.

Flashers—1st regulations

Apply 1.1.36 to 31.8.65. Colours as above.

Flashing rate: More than 60/min., less than 120/min.

Minimum wattage 15. Maximum wattage 36.

Height: Maximum 7 ft. 6 in. Minimum 1 ft. 5 in.

Width: If on front and rear of vehicle, not more than 1 ft. 4 in. from edge of vehicle.

Size: Minimum of 3½ sq. in.

Position: (If only one on each side of vehicle).

Not more than 6 ft. behind base of windscreen. (Pillarless saloons *not* excluded).

Can be combined with side/tail lamps. Additional (side) flashers permitted. No wattage specified.

Flashers—2nd regulations

Apply 1.9.65 to 30.6.73. Colour—amber only. May not be combined with any other lamp. Side indicator required if over 19 ft. 8 in. long.

Flashing rate: As above.

Minimum wattage 15. Maximum wattage 36.

Height: Maximum 7 ft. 6 in. Minimum 1 ft. 3 in. (front and rear). 1 ft. 8 in. (others).

Width: Not more than 400 mm from edge of vehicle.

Size: Minimum of $3\frac{1}{2}$ sq. in.

Visibility angles specified. (Refer to Regulations).

Side flashers permitted, no wattage specified.

Flashers 3rd regulations

Apply after 1.1.74.

As 2nd regulations but dual intensity requirement for night time use laid down (but not compulsory).

Sources

Motor Vehicles (C & U) Regulations 1973; Road Vehicles Lighting Regulations 1971.

Stone's Justices Manual Vol. 3 1973.

Police Promotion Handbooks No. 5 1975 (Butterworth).

The Law of Road Traffic in Gt. Britain—Russell Davies (Shaw & Sons).

WANTED

by Dutch Club Member

Any good running Lagonda or Aston Martin. Preferably pre-war and open tourer or d.h.c. Any beast considered!

Send details and photo to

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LETTERS TO THE EDITOR

The 3-litre Conversion

Dear Sir—Could not sleep last night. Thinking about C. F. Wood driving about Hong Kong in a 3-litre Lagonda which could kill him! (see Winter Mag. 1976).

He shows he does not know what he is doing by opening up the inlet valve—putting on a twin exhaust but leaving the exhaust valve at 1.365 in. He has not got a DB/A engine, the photo shows a B.V.6H, and it is not as far as one can see painted red so it's not even vantage, i.e. two exhaust camshafts so will run as designed on poor petrol and has a comp ratio of 8.16 to 1 not 8.6 to 1 as with the competition engine.

He has further reduced his power with the fitting of three H6 SU's. They should be if on a D.B/A or B head and with works manifolds. H.V.6 with G.B. needles. A $\frac{3}{4}$ in. balance pipe and air trumpets of about $1\frac{3}{4}$ in. not 3 in. or $3\frac{1}{4}$ in. as shown—more power loss. And you can only get about 140 b.h.p. at 5,000 r.p.m. with everything going your way.

Putting a "micro manual ignition control" whatever that is? will again only reduce power, the ignition should be 10 deg. B.T.D.C. and locked down at that. Even the works took off the vacuum control!

But the XJ6 Jaguar power steering, oversize 185 x 16? oversize tyres, Pirelli Cintura? not cross ply Avons?, Land Rover rims welded on to Lagonda centres bolted to Jaguar S plate which in turn is fixed to Jaguar S type hubs and stub axles. To say nothing of double, yes double calipers on the front on an all independent sprung car—and discs on that hypoid rear end with a Panhard tube to come up into the rear seats, No! No! get him out of that car quick before it's too late. Please.

JAMES MCMURDY

West Dulwich, S.E.21.

An Analogy

Dear Sir—Motor cars have the ability to convert the energy from petrol into mechanical propulsion. Their owners also convert the energy from feed into propulsion.

To aid the transformation of energy both types of fuel may contain additives. In petroleum fuels they are called "anti-knock" agents. In the case of fuel for humans, beer could be considered as a similar type of ingredient.

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However, it would seem that some beers have less "anti-knock" properties than others!

NEIL FRAJBIS,
Burton-on-Trent.

Lagonda Days

Dear Sir—I was interested to see the photograph on page 18 in the Winter 1975 magazine. I can help supply you with the names of some of the people working in the Body Shop during the late 20's-early 30's. The dark haired man near the centre of the photo and looking towards the camera is ARTHUR MUNGER. The man in the foreground using the rule looks like Mr. ANDREWS and left of centre looking to the left, I think, is ALF HUGHES.

It was quite true about Mr. HARRIS and his exacting standards.

Thank you for sending me the magazine and all best wishes and luck to the Lagonda Club.

W. E. BIBBY
(ex-Lagonda Co.),
Staines, Middlesex.

D.B. Rapide Articles?

Dear Sir—I am very pleased to read the highly interesting articles in the Lagonda Club magazine.

Do you think it could be possible once to write an article about the 1962-1964 Lagonda 'Rapide' series and mentioning how many cars have been built with L.H.D./R.H.D., automatic, etc.?

ANDRE SCHNEIDER
Geneva, Switzerland.

From the Townsleys

Dear Sir—We would like to express our sincere appreciation of the articles written by "HERMES" and "JOROT" and the lovely photograph from Roy Paterson which was printed in the latest Club magazine.

We do enjoy having the Lagonda Club members at our home and it is the sort of kindness which is shown among members which we feel make the Lagonda Club something a bit special.

Long may it continue.

Yours very sincerely,
TED AND ELEANOR TOWNSLEY
Barwick in Elmet, Leeds.

News from Sydney

Dear Sir—May I take the opportunity to wish you all a very happy New Year from Patience and myself. Would you be so kind as to let me have the chance—through the Magazine—of wishing well to the Witteridges? We are settled in over here only a mile or so from the Whiteheads so I hope to meet them soon. If any of the Club members come over to these parts they are most welcome to drop in here and stay a while if they so wish.

Sincere regards and best wishes to you and the new committee members. Hopefully one day soon I'll be able to add a car to your register this end.

Kind regards to all,
ANDREW AND PATIENCE STEWART,
Sydney, N.S.W.

WANTED:

For 1931 3-litre, complete water pump in good working order, also address of the gentleman who offered complete new wooden running boards for the open tourer some time ago.
HALWART SCHRADER (S.38), BALANSTRASSE 6, D-8000 MUENCHEN 80, GERMANY.

3-litre Tourer, must be vintage. For own use by V.S.C.C. member. Reply to J. A. LONG, BOWLING GREEN HOUSE, 33 THACKLEY ROAD, BRADFORD, BD10 0RT (Tel: Bradford 612512 (Office), 612952 (Home)).

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SMALL ADS

Because there is no Newsletter in March, the following advertisements are transferred to the Magazine: See also opposite page.

FOR SALE—The Spares Liaison Officer, Brian Horwood, "Cottingham", The Warren, Mayfield, Sussex (Tel: Mayfield 00000), can offer a service to rebuild the splined output shaft/spider assembly for 2- and 3-litre models. The expected price is £30.00 each at the present but this is to be confirmed. I need about 50 subscribers and when started, delivery should be about 2-3 weeks or sooner. Send postcard stating your interest.

Also, I need at least five more orders for the 2-litre crown wheel and pinions if the price to the three positive orders is to be less than £180. Lagonda 2½-litre Saloon, grey, 1951 model (ENL 990). Chassis No. LAG/50/208. Maintained by a first-class mechanic and in excellent condition throughout. Five good tyres. Price around £1,800.

E. P. F. BOUGHEY, ASHDOWN HOUSE, HARE STREET, Nr. BUNTINGFORD, HERTS. (Tel: Great Hornead 250).

4 Complete Doors from 16/80 Saloon. In very good order with all furniture.

Full set walnut cappings from ditto. All

repolished. Walnut dashboard from ditto. Not polished.

Full set of seats, all re-upholstered in red, panel trims and carpets all in red in as new condition.

P. G. TOWERS, (T.10), THE RED HOUSE, FIERY HILL ROAD, BARNT GREEN, BIRMINGHAM (Tel: 021-445 1046, 021-440 3184).

WANTED—Full set of seats for a Tourer body to go on my 16/80 chassis. Complete set of windscreen pillars and screen. Must be restorable to as new.

Any help with a Continental tourer body for the 16/80 chassis. New, or at least working, set of oil filter discs.

P. G. TOWERS, (T.10), THE RED HOUSE, FIERY HILL ROAD, BARNT GREEN, BIRMINGHAM (Tel: 021-445 1046, 021-440 3184).

1961 to 1964 Lagonda Rapide.

COL. ROY GEORGIA, (G.20), 4722 S.E. 29, Oklahoma City, Oklahoma 73115, U.S.A.

For V.12: Fibre timing gear in sound unused condition. Contact LAURENCE HANNAM (H.14), 8 PLANTAGENET CLOSE, WORCESTER PARK, SURREY (Tel: 01-337 8152 (Home) or Woking 5095 (Office)).



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