



## THE MAGAZINE OF THE LAGONDA CLUB

Number 105

Spring 1980





***By Land, Sea, Air or  
even Lagonda***

***Lightweight Luggage***

***by SKOVIA***

***The name that travels the World***

**For details of your nearest stockist  
contact:**

**SKOVIA LTD., Travel Goods Manufacturers  
Windsor Works, Oldham, Lancashire.  
Telephone: 061 624-6236/7, 9509.**



## THE LAGONDA CLUB

*Patron:* The Earl Howe, C.B.E.

*President:* J. W. T. Crocker

*Vice-Presidents:*

P. A. Densham, A. Davey, A. W. May

### Committee 1979-80

*Chairman:* H. L. Schofield

*Treasurer:* A. T. Elliott, 'Greystones', Kingsbury,  
Milbourne Port, Sherborne, Dorset

*Membership Secretary:* B. R. Hyett

*Competition Secretary:* J. A. Batt

*Midland Secretary:* H. Taylor

*Northern Secretary:* H. L. Schofield

*Southern Secretary:* A. Downie

*Committee:* A. Brown, A. Davey (*Registrar*),  
B. J. Horwood, A. W. May (*Editor*), D. Westall,  
B. Dearden-Briggs

*Secretary:* Mrs. V. E. May, 68 Savill Road,  
Lindfield, nr. Haywards Heath, Sussex

---

*Spares Registrar and Technical Adviser:* Ivan  
Forshaw, 415 Ringwood Road, Parkstone,  
Dorset

Office Tel: 02016 4727 Home Tel: 0202 743149

*Border Secretary:* Julian Reisner

*Scottish Secretary:* To be announced

*Australian Representative:* E. J. Whitehead,  
23 Pibrac Avenue, Warrawee, N.S.W.

*U.S.A. Representative:* R. J. Crane,  
10 Crestwood Trail, Lake Mohawk, Sparta,  
New Jersey 07871, U.S.A.

*The Spares Service:*

B. J. HORWOOD,  
'Cottington', The Warren,  
Mayfield, Sussex. Tel: 04355-2166.

ALAN BROWN,  
Matley Moor Cottage,  
Matley Lane,  
Hyde, Cheshire SK14 4EG.

Tel: (061) 338 2766 or some nights  
(061) 624 6236 (Northern Lagonda  
Factory)

BRIAN DEARDEN-BRIGGS,  
Balderstone Hall,  
Mirfield, Yorkshire.  
Tel: Mirfield 496276.



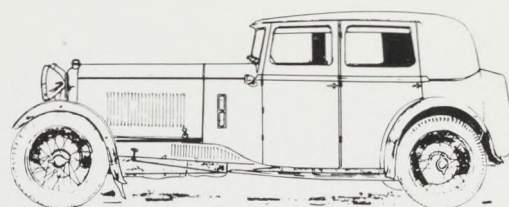
## MAGAZINE

**Issue No. 105**

**Spring 1980**

Published Quarterly

*Editor:* A. W. May, 68 Savill Road, Lindfield, nr.  
Haywards Heath, Sussex



### CONTENTS

Out and About .....	4
Competition at the Crossroads .....	6
...and the Debate .....	7
KW 5743—A Golden Anniversary .....	12
The Northern Lagonda Factory .....	16
Letters to the Editor .....	20



Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered.

FRONT COVER: Mr. K. Jenner's handsome  
LG.6 drophead coupé.



# Out and About

IT WAS perhaps significant that some copies of the 2-litre Register that I was browsing through fell open at an article which reported that Register's AGM at the Chequers at Newbury on 8th October 1950—thirty years ago. Fifty 2-litres were present and of the drivers' names are listed some dozen or so of whom are still with us in the Lagonda Club today. A life long devotion to a make of car or as James Crocker remarked to me a sure sign of how mad we all are! Not least of those present on that Autumn afternoon was your Vice-President, Peter Densham, who had built up the Register so successfully to something in the order of 300 2-litres in the four years he acted as Joint Honorary Secretary. Of course the prices of Lagondas were in 1950 still quite modest as one can see from the for sale columns. Seemingly quite original models could be had for between £200-£285 and remember at that time they had only been in use for some twelve or thirteen years (excluding the wartime period).

An interesting feature of these early Newsletters was an item called "Cars I have owned" contributed by various members whose ownership, in some cases, went back to the early part of the century. One Mr. Spiller, whose name I noticed featured regularly as a Concours winner, entered this selection for example:

Owned in 1902 18/22 Mercedes Tourer  
 1902 8 h.p. de Dion  
 1904 18/28 Mercedes Tourer  
 1906 10/12 Humber 2-seater  
 1909 9 h.p. Wolseley 2-seater  
 1912 12 h.p. Nautel Landaulette  
 1912 15 h.p. Charron  
 1914 20 h.p. Mercedes 2-seater  
 1924 16/60 h.p. Mercedes Tourer  
 (supercharged)  
 1924 10/22 Talbot 2-seater  
 1929 2-litre Lagonda Tourer  
 1931 2-litre Lagonda l.h. coupé  
 (supercharged)  
 1934 Morris Cowley Bullnose  
 2-seater

Quite a list!

★ ★ ★

BOB CRANE, our American Representative, has compiled a breakdown by models owned by

Club members in the U.S.A. and Canada. It is not fully comprehensive but it is enough to give the flavour of Lagondas across the water:

	U.S.A.	Canada
11.1 h.p.	1	—
2-litre	14	4
16/80 and 3-litre	20	4
M.45	23	5
LG.45	43	5
LG.6	30	1
V.12	40	3
Rapier	10	1
David Brown	26	2
	207	25

★ ★ ★ ★

For some inexplicable reason the date of the popular AGM Weekend for this year was omitted from the promised Club Calendar. So that it can be noted in your diaries *now*, please note that it will be held at the Burnham Beeches Hotel on:

20th/21st SEPTEMBER

★ ★ ★ ★

RAYMONDS MAYS died in January this year at the age of 80. His remarkably long involvement with British motor racing stretched back to 1921 when he won the first race that he entered whilst still at Cambridge. He retired as a racing driver in 1950 when he made F.T.D. at the Shelsley Walsh Hill Climb. He first broke the record for this hill in 1923!

Raymonds Mays was, of course, instrumental in fathering the ERA project before the war and then in the post-war period making a valiant effort in founding BRM. Sadly this latter car did not realise its tremendous potential until the company was taken over by the Owen Organisation, after which it scored many successes on the Grands Prix circuits.

He was awarded the CBE a few years ago in recognition of his outstanding contribution to the British motor industry.

★ ★ ★ ★

New Club members will be interested to know that our book "Lagonda—A History of the Marque" can be ordered from your local bookseller mentioning the publisher's name,



David and Charles Ltd. of Newton Abbot, Devon.

★ ★ ★ ★

Finally, JOHN BATT's article on the future of Club competitions has provoked some interesting letters and a very full discussion at the February Committee meeting. A resumé of the whole topic appears in this issue and its conclusions will hopefully be in tune with the majority of our members. Further comment and correspondence will be welcomed by the Editor.

★ ★ ★ ★

## Book Review

*W. O. Bentley—Engineer, by Donald Bastow. (Haynes Publishing Group). £19.25. 362pp. 9¾"×7" 203 diagrams and photographs.*

It is strange how books that concern Lagondas are now coming thick and fast after decades of neglect. This book is only partially about them, of course, but is a very welcome addition to the canon.

Donald Bastow joined W.O. at Lagonda during the second war, working principally on the 2.6 and also the various stillborn other cars of that frustrating time. He left Staines at the David Brown takeover and went with W.O. to the Weybridge consultancy office that the latter set up to design the also stillborn Armstrong Siddeley 3-litre. His subsequent career with BSA, Jowett, Metalastik & Coventry Climax led, through other posts, to the Chief Engineer's seat at Hardy Spicer and finally to his becoming a freelance consulting engineer.

This large and very well-illustrated book has a novel approach to its subject which, so far as I know, has never been attempted before. Not only does the author tell the story of Bentley's development as an engineering designer, but he also gives the calculations behind the designs in very great detail. For a non-engineer I dare say that these calculations might just as well be in Serbo-Croat, but the book is arranged so that the calculations can be skipped by those not interested in torsional periodicities.

The story begins with the rotary aero engines, of course, and continues to the Cricklewood cars which are very thoroughly illustrated with a fair proportion of original Bentley Motors blueprints, reproduced in white on blue—a nice touch of vintage. The scene

then shifts to Staines and the V.12/LG.6 era. There are nowhere near so many original drawings surviving of this period following the "filing" of them in the garden of "Ironbarks" during the war. However the judicious use of photographs and some blueprints that do survive means that this section is just as well illustrated as any other. When succeeding generations start manufacturing new V.12s, they will find these chapters on engine, gearbox, chassis and suspension vital.

The second half of the book is devoted to the 2.6-litre and the closely related 3-litre Armstrong Siddeley, and here Donald Bastow can and does go into greater detail, since he was closely involved with all the work and the suspension design, in particular, was probably his more than Bentley's. There are 7 chapters on the 2.6 which should go a long way to rectify the neglect which the model has suffered. Bear in mind though, that the car was designed for the Cotal gearbox and the book is concerned with this and makes little reference to David Brown's rather old-fashioned replacement. The only thing to let down the Cotal 'box was the excessive space taken by the cotton insulated wire which was then the only type available. Mr. Bastow is sure that with modern insulation the Cotal would be competitive with present designs, permitting clutchless changes with a higher mechanical efficiency than any torque-converter automatic. I had not realised that the 2.6 was so designed that there were *not* 4 reverse gears as on most Cotal cars.

I suspect from the story that development of the 2.6 was not complete when David Brown took over and that precious little was done after that, because some of the known flaws in the design that are referred to in the book persisted into production and even into the 3-litre. 10mm plugs, for example: one of the blind alleys of motor engineering, with insufficient heat range to cover sporting driving and traffic with the same grade and not enough physical strength or reach either.

If Bentley and Bastow and their team could have persisted with their development I feel sure that the 2.6 could have been even more one of the classic designs of its period. One of the refreshing things about Donald Bastow's story is that he is perfectly prepared to admit the things that went wrong as well as those that didn't and there are some fascinating insights into the process of developing a design so that

*continued on page 17.*



# Competition at the Crossroads

THE CLUB Committee has felt concerned for some time at the lack of support for competitive events from the general membership of the Club and this has been particularly apparent during the 1979 season.

After some 40 years of competition activity, it is felt the time may now have arrived for a change in direction. My report at the last AGM set out the position from the Competition Secretary's viewpoint, and it now seems apt to enlarge on the situation to try and gauge the reaction and opinions of the General Club Membership.

As in all aspects of future planning it is first necessary to reflect on the past and by this to remind oneself that cars were much cheaper than today, spares more readily available and running costs far more economical. Also, as a statistic the average competing member tended to be a younger person with perhaps less demand on time. In the 1950s and 60s events were frequently over-subscribed and full Grids were common with a string of reserves hoping for their chance! It is my opinion, and one shared by Officials of other clubs with whom I am regularly in contact, that rising costs have dramatically reduced the use of Classic Cars and the average mileage per vehicle per annum is in many cases now rarely into four figures.

Some years ago the Club found it impossible to run the traditional November Handicap Rally. Support for Finmere began to dwindle after 1975 following the dramatic oil price increase of the previous year. The Border Rally had to be cancelled in 1978 and 1979 because of insufficient entrants, whilst the Rally Tour has only ever been run as a 12-car event. Our race meeting at B.D.C. Silverstone in August of each year posed us a problem in recent times to fill just *half* the Grid! However, the Northern Gymkhana has gone well—I feel the reason is not just the excellent format of the event, but the support is drawn from the nucleus of active local members.

Recognising the considerable efforts of organisers trying to lay on events against this general background, the difficulties facing the Club can be seen as we go into a new season and the start of the 1980s.

To add to the problems, the RAC British Motor Sports Council announced in September significant increases in Licence Fees, including

a new rule that Navigators for 1980 also hold a licence. All Clerks of Course must also hold a licence relating to the status of the event and to some extent the club's organisational ability. The RAC have also just announced an increase in the Insurance Rate (incorporated in the Entrance Fee for each event) of 57½%. This affects Driving Tests where the per capita rate will be 80p.

The new Rally Rules for 1980 are almost penal. So far as 12-car Rallies are concerned, Public Relations work obliges organisers to contact "each Householder within a 300m radius of any point of the route. In addition, where there is an access road to a House/Farm, the Householder must be visited, irrespective of the distance, and to notify the Adult Member of each Household, but if two visits have resulted in no personal contact, a letter will suffice...."

For some strange reason "Vintage Road Rally (or run)" has now been classified in respect of vehicles built prior to 1st January 1930. This seems to exclude the majority of Lagondas. Previously we have run under V.S.C.C. Rulings, as Vintage—P.V.T. up to 1940. This fact is being questioned by various motoring organisations and there may be a modification of this rule.

The general feel is that the governing body of Motor Sport is trying to move competition off the Public Highway.

In summary, those few members who wish to race or hill climb their cars can do so by supporting the events of the V.S.C.C., B.D.C. And other similar organisations. I do not think it is possible or practical for the Lagonda Club to stage any more Rallies. But as there is evidently good support for Social Events, our A.G.M. Dinner-Dance being particularly successful, it seems this is the way your Committee should direct things in the future. The possibility of co-promoted events has not been excluded and this may be the answer for a Driving Test Meeting like Finmere with shared organisational responsibilities and greater scope for support. Two or three clubs should be involved.

JOHN BATT





## ...and the Debate

The above article appeared as an insert in the last Magazine and created some helpful reaction from Club members some of whose replies are printed below. After that you will find John's resumé of the situation as it now stands following a long and fruitful discussion at the last Committee meeting. This change in the competition activities of the Club will, your Committee feels, reflect the majority views of members. John emphasises that in his new role he will be happy to guide and counsel any Area Secretary or Club member who would like to arrange a "Social" event in appropriate surroundings, combining a gentle tour of picturesque countryside without contravening R.A.C. regulations. So how about it everyone? Can we look forward to: "A Saunter round Sidmouth", "Trekking thro' Tewkesbury", "Wandering round Westmorland" or "A Picnic at Pickering"? Let's see a big revival of the simple social gatherings as a means of getting the Lagondas out and about and for owners and their families to meet together in the summer to come.

A.W.M.

### From Michael D. Hoare

Dear Sir—Just received your letter with the Mag., and am writing to give you my views on the subject of competitions—in case they may help.

As far as I am concerned the strenuous competitive events are definitely out due to cost in both money and time. Fun-type competition, i.e. the family show sort of run/treasure hunt/driving test is a possibility but we want to compete as a family and do not want it pub-based ever time. This is a sly dig at the Northern "do" at Sandtofts! The twice we attended, we decided we had had enough by the time the pub had shut, and left for home before the "event" happened. We understand we are not alone in our views on this particular event. In other words, I believe that the drinking bit should come after the competition—if at all.

We would like to see more meets in the North, possibly every month in the summer and would suggest that a chance to meet, discuss cars, have lunch and possibly a scenic run is now what we as a family are looking for.

As a suggestion, I did (and still do) offer the

facilities at Staupes Farm one summer's day, if anyone would like to come. We have fields for car parking, splendid views and would offer a Bar-B-Q lunch for anyone interested in coming. In fact the Sages have even camped with us and it could just be an interesting meet as we would probably get one or two of the local V.S.C.C. boys here as well.

MICHAEL D. HOARE

Harrogate, Yorkshire.

### From Douglas Brown

Dear Sir—I have read John Batt's "Crossroads" communication with much more interest than the television programme of that title inspires! At the A.G.M. I spoke with some deference on the subject of competition as I am myself a non-combatant and hence not well versed in all the problems and the same restraints apply as I now write to you.

The falling off of willingness to compete is I'm sure a manifestation of the economic malaise in which the country finds itself. If and when better times come along then I'm sure more people will be not only willing but able (financially) to enter competitive events. The cars will of course be getting older but age itself is not debilitating, condition is what counts.

In the meantime whilst waiting (and I hope working) for economic recovery we take heart that one-make clubs do survive without competition. The R.R.E.C. had I believe some 850 cars at Windsor in 1977 and a similar number at Duxford in 1979!, so perhaps events "display" orientated rather than competitive can keep the club together until the economic climate improves.

It has also occurred to me that all members do benefit in a very real sense from the exploits of competition members. Surely the Lagonda is a proud possession not only because of the reputation it built in its youth but because it at least appears and (sometimes!) does well in V.S.C.C. events even *now*. If this is so then all members should feel morally obliged to support a Club Sponsoring Scheme. If all members paid £x as a competition levy to the club to create a competition fund the club competition secretary (plus the committee or a special competition sub-committee) could decide to enter a Lagonda Club Team in certain events. Publicity emphasis should be on *Lagonda* not



on the individual. The fund could cover entrance fees and some allowance towards licences, fuel etc. The club would also select which of any contenders should be the sponsored club team for any event. (This should promote competition between the younger enthusiasts to bring their cars and their driving prowess to maximum standard in the hope of being sponsored.) I do not think the club could in any way help out with the cost of any preparation of cars or damage thereto.

I have only given an outline of an idea but the members may like to "kick it around" in the Mag and see if it is viable. Even if it was only possible to sponsor one event per year that would be something. How much would the membership pay? How much would be needed? A count of heads in the 1979 members list shows 545 U.K. members and 186 overseas members. I personally would be willing to pay £1-£2 per year to such a fund if it would keep Lagonda on the track and hence preserve the value of my investment!

DOUGLAS BROWN

Teignmouth, South Devon.

### From Nigel Hall

Dear Sir—This morning's mail brought my magazine, John Batt's white paper, consultative document or whatever, and a bill from Dunlop for two racing tyres in the sum of £257.

At the level of expenditure which this example suggests, a full season's racing is becoming an expensive pastime. One race meeting is proportionately more expensive, having the licence, medical, car preparation and so on to bear. I can understand why the entries for our annual BDC/Lagonda race at Silverstone have fallen to a small hard core despite the valiant efforts of John Batt.

Now that rallies and less strenuous forms of competition are threatened with bureaucratic restrictions apparently designed to stop them altogether, I feel it is no longer a viable proposition to attempt to organise Club events having regard to the low level of enthusiasm for competition in general.

It seems to me that within the Club very few members are interested in racing their cars and not many more wish to participate in other competitions; the entries bear this out.

The regulars are expected to attend to an extent that they feel obliged, to avoid the failure of an event. Hence my sense of guilt at skipping

Finmere in 1979, despite its location in a part of the country close to the majority of members, and the scolding I received from Allan Brown in the current magazine for turning up at Sandtoft in a modern sports car (the Lagonda was off the road.)

Allan is in a sense right; we cannot afford to have regulars failing to support events, because non-regulars are so thin on the ground.

Against this background, I am in favour of more organised social and competitive attendance at V.S.C.C. events. Perhaps assemblies of Club cars could park together, picnics held, rendezvous at the circuit arranged. It is more likely that people will go to events when they know they will find other members and friends present. The Hull area members are good at this kind of thing.

More extensive socials involving use of the cars such as the Northern Factory tour should be encouraged without getting into the control sphere of the R.A.C. by over-formality.

Finally, if people can't race suitable cars for reasons of work, health or money, the V.S.C.C. encourages their loan to people who will look after them on a long-term basis and use them more extensively. I can think of several cars, not priceless gems, which would benefit from this method of de-hibernation. The car usually is in better health on return to the owner than when loaned, and the financial burden of maintenance and preservation is lifted. It is perhaps futile to digress into an area of



**WANTED!**

### **Any interesting Old Motor**

Prefer big saloons, open, sports and distinctive cars.

But any machine considered.

Pay cash. Distance no object.

Write with picture to:  
**Mr. Arnold, P.O. Box 198, Eindhoven  
4500 Netherlands.**



encouragement and recruitment for competitions which have already been badly hit by falling support and which the new R.A.C. proposals may well make impossible.

I welcome John's realistic approach and agree with the drift of his proposals. Despite efforts to stop the trend, I fear this may signal a new period of staid museum thinking in the Club. As the cars become downgraded to museum pieces, their owners become relegated to curators, and much of the traditional spirit of the Club will be lost. Let us make a go of whatever activities the members decide they want, R.A.C. permitting, and continue to have fun from our cars.

NIGEL HALL

Mottram-en-Longdendale,  
Cheshire.

#### **From Alastair Innes Dick**

Dear Sir—I have read with much interest John Batt's realistic appraisal of the Club's competition situation, the difficulties of which doubtless affect all Clubs not only our own.

I remember that, some years ago, I wrote to someone—I forget who!—about a bee that then buzzed in my bonnet about the falling away in the interest shown by members in Club affairs generally. The buzzing is still there, louder than ever after reading John's masterly statement.

My thoughts then were that a degree of merging of one-make club activities should be arranged with the V.S.C.C. as the Parent company, as it were. John puts it much more delicately by referring to "the possibility of co-promoted events" and he may not be thinking of going any further than that.

I would like again to raise my previous opinion that there would be advantages if all one-make clubs became sections of the V.S.C.C. just as the Delage and Frazer Nash owners have done. The V.S.C.C. could give the Sections the financial advantages of their permanent staff who must surely be able to provide cheaper and wider services to members than can the officials of the one-make clubs, even though everyone will agree that these do a wonderfully efficient and dedicated job.

The cause of the lack of support given to competition is, as John says, the result of the prohibitive cost of buying and running a vintage car. Even if one is one of the few who can readily afford it, second thoughts are likely to be given to the risks of damage in racing or rallying a well-restored and valuable car. But if all one-

## **LAGONDA CLUB APPROVED MOTOR INSURANCE SCHEME**

**PREMIUMS:** In many cases the premium level will be less than half the amount quoted by the non-specialist vintage and classic motor insurers. For example: a 1936 Lagonda LG.45 (value £4,000) can be insured, comprehensively, for as little as £28.80.

**SECURITY:** Lloyd's of London.

**SPECIAL BENEFITS:** Agreed Value Clause.

No restriction on replacement cost of obsolete or unobtainable parts. Repairs carried out by specialist repairer of mutual choice.

Automatic No Claim Bonuses.

**SALVAGE CLAUSE:** In the event of a total loss the salvage will automatically become the property of the policy-holder.

**QUALIFICATION:** Membership of Lagonda Club. Proposer must be 25 years or over.

**SUPPLEMENTARY SCHEME:**

Qualifying members can obtain a 20% discount from conventional rates on their every day vehicle. Preferred terms will also be available for other makes veteran/vintage cars. In order to obtain a quotation, without obligation, contact:

**RICHARDSON, HICK &  
PARTNERS LIMITED,  
325-331 HIGH ROAD,  
ILFORD, ESSEX IG1 1UJ.  
Tel: 01-514 3333**



make clubs were merged with the V.S.C.C. events could be tailored to suit the whole large membership of the V.S.C.C., so making full entry lists once more possible. Social junketings could be held by Sections as they now are held by the Clubs.

Finally, if the governing body of Motor Sport is trying to keep competition off the public roads I can only agree with their intentions. Anything that can be done to reduce the noise and general nuisance of that curse of civilisation, the i.c. automotive engine, can only be a good thing!

ALASTAIR INNES DICK  
Stratford-upon-Avon,  
Warwicks.

**From Major S. C. E. Weld, R.E.**

Dear Sir—I must admit to being one of the guilty majority having been unable to support Club events for some time.

Legislation seems to have left us with few options. Rallies are no longer feasible on a Club scale; as John Batt says, racing and hill-climbing are catered for by clubs such as the V.S.C.C. and B.D.C. for those so inclined and suitably mounted. So how about just driving: there are few pastimes as satisfying as a long drive in a good vintage (or P.V.T.) car.

The Picnic Run, for want of a better name, is an ideal event, feasible on a local or regional scale, suitable for up to about 20 cars (more

than that produces queuing and parking problems). In my experience the New Forest Run (NOT Rally!) is a good example. I remember a similar V.S.C.C. Regional function run over the North York Moors (in a thick mist all day as it happened!) Organisation and local knowledge is necessary to decide on a scenic route, and suitably interesting/refreshing stopping places, catering arrangements, etc. On one such event here in Germany in the Harz Mountains, one of the participants was a beer waggon—so pubs were superfluous, and our cars ran better and better as the day wore on!

So, more social events please, with the emphasis on driving nice cars, visiting interesting places, and meeting the charming people that we all are.

STEPHEN WELD  
1st Armoured Division Headquarters,  
British Forces Post Office 32.

**From Colin Bugler**

Dear Sir—John Batt's circular suggests several reasons for the gradual decrease in the number of competition-minded members. I'm not sure that petrol is a significant factor. Admittedly its price has escalated alarmingly but so have many other prices and salaries have kept pace.

Two reasons seem to be paramount:

1. The increase in the value of our cars has resulted in many of them getting into the hands of owners who are more impressed with their value than the enjoyment of driving them. In other words, the very slight risk inherent in any form of competition is a deterrent.

2. The average age of members is now far older than 20 years ago. This is, of course, connected with the increase in value. Observing the Club members at the last A.G.M. (the first I have attended for several years) I was struck by the lack of youngsters present. When I joined the Club in 1954 there were many in my age group (early 20s) and the older members (Harry Gostling, Charles Long, etc.), were in the mid-40s. At the A.G.M. there appeared to be few below the age of 40 but plenty far older. A person is normally bitten by the competition bug at an early age; by middle-age it is probably too late. Advancing years bring responsibilities which encroach on the free time available for pleasure motoring.

In my own case, I have been unable to attend Finmere for some years because our main family holiday covers the last two weeks of July. Why tie Finmere to July Silverstone? Years ago,

**WANTED**

**ARMSTRONG SIDDELEY.** Anything usually purchased, particularly literature, new or good secondhand spares, mascots, photographs, etc. I am also most interested in details of vehicles in scrap-yards, or details of vehicles broken up in the past, or whereabouts of present vehicles. Anything at all "Armstrong Siddeley"—I am most interested.

Robert McCracken

38 Bleasdale Road, Mossley Hill  
Liverpool L18 5JB.

Phone: 051-734 0089  
early evening.



when it was known as the Southern Rally, this event was held in May or June. Perhaps more members would compete if Finmere were held earlier?

John's letter comments on the difficulties facing Rally organisers and it does seem as though the Lagonda Club can no longer envisage the promotion of large events. Co-promotion seems a good compromise and not without precedent—I remember joint Sprint events at Brands Hatch with the AC Owners Club in the early 1960s. A joint Finmere (run on traditional Driving Test lines rather than Gymkhana style) sounds good. Other food for thought—what happened to the Inter One Make Club Driving Tests? The 6 hour Relay Race is still held; what about a Lagonda team?

COLIN BUGLER (B9)

Otterbourne, Hants.

#### From Dr. J. R. Turner

Dear Sir—In 1961 I bought my LG.6 D.H.C. for just £175. If all things were equal, that would represent £1750 today. But all things are not equal. In 1961, my car was a mere 23 years old, and many spares could still be bought over the counter. Just try to get some Imperial size hexagon rod today to make up your own nuts for example, assuming of course that you have some Imperial size taps.

In any case the sort of idiot who would shell out £175 for a Lagonda in 1961 is hard put to find its equivalent now. Only dockers and miners have kept pace with inflation—and NOT doctors, contrary to popular opinion!

So, inevitably the membership of the Club must be an ageing one. The old lags keep their cars, the new members are practically geriatric cases before they start.

I don't think that lack of ownership of an oil well or rubber plantation is a major problem in competition, though it is a factor. I think that the fear of something breaking, most definitely is.

Should the one-make Club therefore diverge into a section of the V.S.C.C.? Surely not: though it has its attractions. The font of knowledge, and facilities for repair, maintenance, etc. are more easily disseminated through a specialised club, and in any case Lagondas are still being made. Has anyone got £70,000 to give to a deserving case? I promise I'd bring it to the next A.G.M.

Competition, however, is a different matter. Airfield rallies and pub-meets organised by the

Club, competitions by the V.S.C.C. for the one-make clubs.

JOHN TURNER

Shipley, West Yorkshire.

## COMPETITIONS—A RESUME

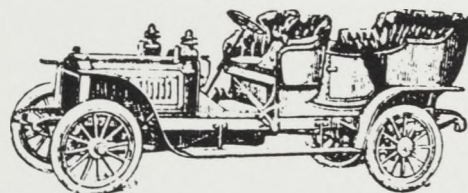
The response to the article has been limited, but encouraging. Regrettably, but quite predictably this confirms the shift from competitive to social events, the exception being activities which enjoy significant local support.

The Committee have, therefore, decided to encourage this new form of activity on a Regional basis centred, where possible, on the Area Representatives. The position of Competition Secretary has therefore come to an end and I have been pleased to accept the new post of Events Secretary, which is very much a co-ordinating role to assist and advise those planning any kind of activity for which there will be suitable support.

You will note the Club Calendar already provides for this arrangement, the best example being the Programme set out by Harry Taylor in the Midlands. Also, at the time of writing, the Northern Dinner is well subscribed and the Tour of North Yorkshire and the Lake District in May seems to have drawn even wider support than last year. This type of thing is to be encouraged by the Membership, as it will be by your Committee.

Now that we are "over the Crossroads" I would welcome any further news on the way ahead, so that Members can continue to meet each other and their cars, the very fact of which is the main reason for the Lagonda Club's existence.

J. A. BATT



[The Editor would like to thank other members who have taken the time to write on this subject, but whose letters arrived after this issue closed for press. They will be printed in the next magazine.]





## *KW 5743—A Golden Anniversary*

THE ORIGINAL 50th birthday celebrations had been planned to take place in the form of a vintage picnic with all its friends being invited bringing with them small gifts (set of tyres, crown wheels and pinions, etc), but this idea was superseded when a friend, who has nothing whatever to do with vintage motoring, suggested a weekend in the Champagne country. It so happened he had recently worked for some time with Messrs. Bulmers Ltd. who conveniently are agents for Pol Roger champagne in Great Britain. Remembering the pleasant time I had previously spent at Mumms champagne in 1972 with the 16/80 a decision was not too difficult to reach.

A telephone call followed by a letter to Bulmers brought the response that Pol Roger would be delighted to receive us, the idea of a car having a birthday celebration obviously appealing to them. The weekend of 31st August/1st September was suggested and agreed. This left about two months to prepare and various arrangements were put in hand. Being an impecunious (O.K.—mean) enthusiast it crossed my mind that one or two other commercial enterprises may like to have a piece of the action. As I am employed in the retail motor trade an approach to Burmah Castrol Ltd. was rewarded with a generous

contribution towards bodily fluids (for the car) in return for some photographs with decals various affixed. No problem there.

One potential member of the party, who works for the Milk Marketing Board, liked the idea and more photographs were taken before the off in front of a large milk tanker in exchange for a further contribution. I never did quite reconcile the connection between a trip to the Champagne countryland and the Milk Marketing Board. I suppose they both form some sort of "junket"! We were then left with the cross-channel expenses which can make a considerable hole in one's budget. However, nothing ventured, nothing gained, Hoverlloyd Ltd. very decently agreed to severely discount their fare in exchange for some more photographs. Again, no problem.

Having achieved this not inconsiderable success with sponsorship my attentions were then turned to the Lagonda and what I should do prior to departure. Apart from the fact that the dynamo ceased to function some two years ago there seemed to be nothing wrong with it. I then proceeded to prove the adage "leave well alone" is not to be trifled with. With four days to go I was embarking on a short road test when all power to the rear wheels ceased while reversing out of my drive. Fearing the worst and



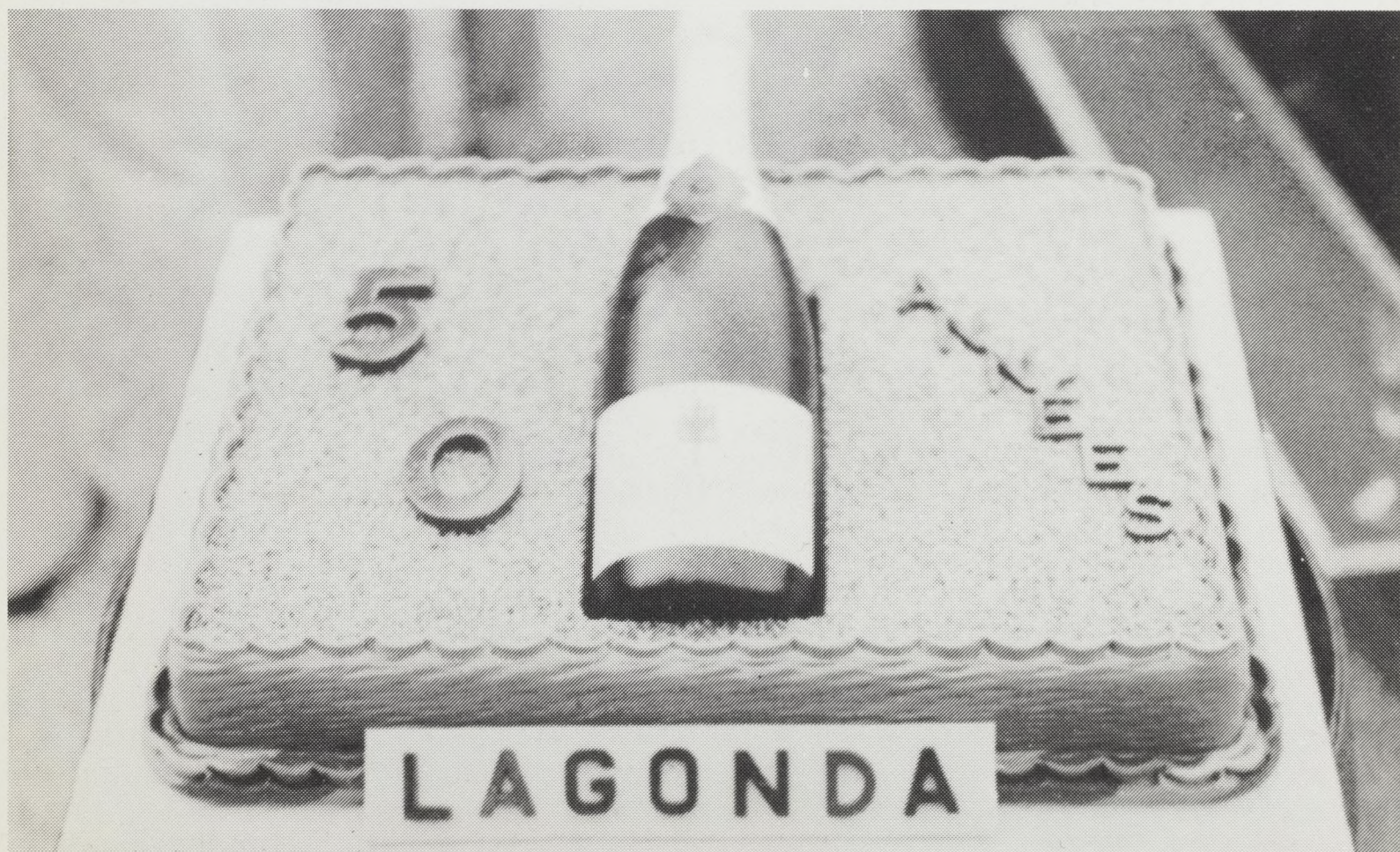
that the "round wheel and crinolin" may have failed because I had failed to buy a spare set when they were on offer, I commenced to dismantle various things when a thought struck me. I knew the hub splines were a bit suspect and sure enough the nearside rear had finally clapped out and was spinning inside the wheel, although it tended to tighten itself up when in forward motion. Minor panic set in at this stage but it was more or less contained when I remembered I had another half-shaft complete with hub and another 21" wheel. They seemed to go together quite well so the half-shafts complete were swapped and the tyre and tube fitted to the other wheel. A quick test showed that this was no improvement whatsoever. Drastic measures were now deemed necessary and the "Bacofoil" was applied to the offending hub, wheel refitted good and tight and "Voila!" Problem solved.

It was now late the following Wednesday evening and I was required to present myself and the Lagonda outside El Vino's Wine Bar in Fleet Street the next morning at 11.00 a.m. for photographs for Pol Roger. I embarked on the road test I had failed to start due to the aforementioned reasons. All seemed fine when the engine completely died down a narrow country lane in complete darkness. It is difficult to describe my feelings at that precise moment.

Suffice it to say that, having achieved beautifully all our aims with the arrangements so far, I felt totally deflated at the possibility of letting everybody down. Remembering past experiences I did the only thing possible; I fetched the Autovac one with a blunt instrument. It makes you feel better anyway. I tried the starter and it ran. I proceeded gingerly home but hardly running "as sweet as a nut". Having dismantled and cleaned both Autovac and elderly leaking Zenith I tried again but on a shorter run. All seemed well and I retired to bed and rose early the next morning to clean the car.

On arrival at El Vino's I was greeted by derisory shouts from familiar voices. It was one Mr. Ody together with a certain R. Morgan who had kindly turned up to help check the quality of the send-off champagne. Geoff's low/high chassis 2-litre was also there bearing a placard stating that it was the official reserve vehicle for the run. He didn't know how close it came to it!

Various people seemed to be milling about including some of the cast from the musical "Chicago" who were to be in the pictures. I was requested to reverse from a side turning the wrong way down Fleet Street, park on the double yellow line and proceed to consume quantities of Pol Roger products next to the





traffic lights. The two policemen on duty did not seem in the slightest concerned and promptly walked the other way. They obviously see this sort of thing every day "up Lunnun". This was followed by more tasting in El Vino's proper and I eventually left at 3.00 p.m. vaguely light-headed and actually went to work for an hour.

The cast for this expedition was made up of myself, George Bird, who had suggested the Pol Roger connection in the first place, and my brother Peter who took the place at the last minute of the Milk Marketing Board member who was unable to attend due to the necessary ascent of a butter mountain or something. We were due to arrive at Ramsgate for the 9.00 a.m. flight (this always seems a misnomer) on the hovercraft and my brother and I set off, with suitable vintage suitcases strapped to the running boards, at 4.30 a.m. to collect George in Reigate at 5.30 a.m. We proceeded to Ramsgate, where we were expected, early enough to catch the preceding hovercraft to that which we had booked. Several photographs were taken on the landing pad with the hovercraft in the background prior to embarkation. Once on board we were given V.I.P. treatment with free drinks (at 9.00 a.m.?) all the way across and a look at the flight deck en route. A good start. By the time they had taken more photographs of the disembarkation at Calais all the French Immigration and Customs officials had disappeared (for 'onzes'?) so we had to open the barriers and let ourselves out.

We drove on for a couple of hours and stopped at a small roadside "Routieres" for an unhurried lunch. An Irish meat container truck driver offered us his load of prime beef for the car but I insisted he threw in the Scania Vabis tractor unit and trailer as well but unfortunately no deal could be struck. After the patron and the waitress of the restaurant had been filmed in the Lagonda we continued. As this was only a four-day trip and as we had to arrive that evening at Epernay we elected to take the Autoroute most of the way. We cruised at about 50-55 m.p.h. all the time stopping only for calls of nature and bodily fluids (car and occupants).

We had arranged to meet Christian de Billy, the president of Pol Roger, at the hotel at 8.30 p.m. and at precisely that hour we pulled in looking somewhat travel stained. M. de Billy was delighted to see us and after parking the car on the grass (like a bowling green) in front of the hotel we quickly changed for dinner. This

was the first of some delicious meals we were to enjoy with Pol Roger and this was no exception. Both Christian de Billy and his cousin, who we were to meet the next morning, spoke excellent English and during the meal he described the various arrangements that had been made for us for the weekend.

The first of these was an official welcoming reception at the offices of Pol Roger the following day. We left the hotel for the town at about 10.00 a.m. (noticing a large pool of oil on the grass where the car had been parked) and arrived at the appointed hour of 10.30 a.m. The offices were, in fact, the old family house of Pol Roger and must have been a most pleasant residence in its day. We met Christian Pol Roger, Christian de Billy and his son, and their delightful secretary, Danielle. A photographer was on hand to record the event for posterity and they had gone to the trouble of preparing an old champagne cask with a suitable inscription for the occasion. We had brought with us a birthday cake from George's current firm, Renshaws, who are incidentally "By Appointment", with a convenient aperture for a champagne bottle to nestle and those with the car formed the centrepiece for the photographs. Pol Roger had, believe it or not, specially provided six bottles of 1929 champagne for the occasion. Five of these were consumed then and there but the sixth I have at home not knowing quite what to do with it! We were shown the president's office in which are several photographs and testimonials from various well-known figures including Sir Winston Churchill and Edward Heath. I wonder if our photograph will adorn the walls rubbing shoulders with the famous? We were then taken on a tour of the cellars themselves, never ending catacombs with rack upon rack of inverted bottles that are turned daily to ensure the sediment runs into the neck for a successful "disgorgement" prior to corking and despatching all over the world. What a pleasant enterprise.

Lunch was next on the agenda and Christian de Billy had made reservations for us at L'Hostellerie du Château de Fere-en-Tardenois about twenty miles from Epernay. The weather was perfect but M. de Billy offered to take us in his Citroen CX Pallas as he thought we might be feeling rather shattered after the previous day's journey. Apart from a severe wood taste in my posterior (a literal translation of one of my wife's Swedish expressions) I said there would



be no problem and that we should go in the Lagonda. By some strange quirk of fate it just so happened that Christian de Billy had a cloth motoring cap in his pocket.

The journey was through most beautiful countryside with much waving to people in cars and at the roadside. En route we passed many fields of grapes with M. de Billy pointing out which champagne company owned what and what type of grapes were being cultivated. George, at this point, excelled himself by pointing at a field and enquiring if they were grapes of the Pol Roger company. "No" said M. de Billy, they were sugar beet fields belonging to a local farmer.

The Château was exactly as one would have imagined on arrival and inside Louis XV furniture abounded. There then followed what must rank as the best meal it has been my good fortune to consume with course after course interspersed with different Pol Roger products. I would strongly recommend the chateau to any of our more wealthy members. Lunch lasted an unhurried three-and-a-half hours following which we took a different and scenic route back to Epernay.

The rest of the evening was ours to spend as we liked so we bathed and changed, abandoned the Lagonda at the Hotel and went by taxi to Rheims. Being a warm evening we spent an

hour watching the world go by from a pavement café in the main street and then went for what seemed a quite superfluous meal but by this time we were becoming quite educated in the art of "bon viveur". I am not quite sure how we ended up at the next port of call but we found ourselves in the most disgusting back street bar I have ever seen full of decidedly dubious characters of all colours and creeds. We seemed to fall into conversation with a gay hod carrier who took an immediate fancy to George. Unfortunately George's French isn't quite what it should be and he failed to see the point until nearly too late. This had not been missed, however, by my brother and myself who were having distinct difficulties in maintaining the necessary decorum. The problem was further exacerbated by the fact we had told him we were making a film and looking for likely actors. While all this was going on a swarthy, plump individual poked a finger in my chest announcing "Me Algerie—you Anglais". It also turned out he was a raving "red" with a large chip on his shoulder and a severe dislike for any form of capitalism apart, of course, from any he was able to arrange for himself by way of "cash jobs" in his plumbing trade. Eventually and not a moment too soon this paradise closed and we had to procure a taxi at 2.00 a.m. to return to the hotel at Epernay. MIKE HALLOWES. *To be continued.*

## **IF IT'S TUBE WE CAN BEND IT**

# **ACE TUBE MANIPULATORS LTD**

**KINGSWAY WORKS, HIGH STREET, KINGS HEATH,  
BIRMINGHAM B14 7BH**

**Tel: 021-443 2333**

**4 COSMESTON COTTAGES, LAVERNOCK ROAD,  
PENARTH, S. GLAMORGAN CF6 2UQ**

**Tel: 0222 707095**

We introduce ourselves to you as specialists in tube manipulating and fabricating work. Our principal services for prototypes and batch production include:

Machinery to bend  $\frac{3}{16}$ " to 3" O/D up to 14 gauge, and 1½" square tube.

Welding in Argon Arc (Mig and Tig, aluminium and stainless), CO<sub>2</sub> spot welding brazing and oxy-acetylene.

Fabricating in light and heavy materials.

Machining, Milling, Pressing, Guillotining, Turning.

Bending and Flaring (Flaring up to 2").

Reconditioning (pallets, skips, etc.)

You may not know about our capabilities in manipulating square tubing while retaining its original section. Ask us for details about a square deal. . . Full size drawings and/or samples must be provided. Proprietor is a Lagonda and V.S.C.C. member owning a 1926 14/60 High Chassis and 1931 2-litre Low Chassis Lagondas.



# *The Northern Lagonda Factory*

DESPITE THE floods, V.A.T., increased beer prices, strikes, increased rail fares, go-slows, Wedgwood-Benn, more floods, etc. it is reassuring that somewhere in this country the old values of paternal management, hard work and fine craftsmanship are still to be found. Furthermore that an enlightened team of people, managers and floor staff alike, are planning to create new manufacturing processes which if successful (and who are we to doubt this?) will bring about an entirely new industry to an area which badly needs an injection of prosperity.

Need I say that I am referring naturally to the Northern Lagonda factory? This old-established manufacturer of sporting motor cars is tucked away in a backwater of Oldbottom in the heart of Lancashire. Here a band of dedicated brawny armed men still regularly punch their cards at 10.30 each morning in the sturdy cast brass clocking-in machine that is set by the front entrance to the factory. Above the machine is a framed lithograph, slightly faded now, of the founder of the company Mr. Josiah Schofield, J.P., whose stern gaze and inevitable pipe

protruding from a full set of moustaches and beard, greets each employee as he enters the Works. After a career spanning some sixty years man and boy, Josiah had passed on to those Elysian fields where the pastoral reverie is broken only by the erratic misfiring of a ghostly V.12 engine. The company's present and future now rests in the firm hands of Josiah's nephew, Mr. Herbert Schofield, or "Young Mr. Herbert" as he is affectionately known to his devoted staff. The future of the factory is an exciting one, believes Mr. Herbert, who was kind enough to grant me a few moments of his busy time to expound the tremendously innovative ideas which fill his young head.

"An industrial revolution, the like of which this country has not seen before, is going to come—mark my words! With the oil situation the way it is, there will come the time when these fine motor cars will be confined to museums and garages. But we will be ready to meet this new situation. We shall go on making Lagonda engines but use them to propel machinery we are now developing in order to





create a new industry which will harness the power of natural resources!"

"Brave words indeed, but what are you going to use instead of petrol and oil?" I asked.

"Water—plain unsullied water straight from those Lancashire hills" Herbert replied, his arm swinging round to point with misty eyes to the dark range in the distance. "Running water, right behind these factory walls, will bring us continuous power day and night. My engineer, young Mr. Alan, is at the drawing board now designing a new kind of wheel to be driven by the water as it rushes past! Who has ever conceived the idea of harnessing the natural flow of water before? The rotating wheel will create the motive power to drive our Lagonda engines by reduction gears, crankshafts will then drive an entirely *new* type of machine!"

"Now I hear you asking yourself, what is the point of making new machines if they cannot propel cars? The answer is simple—the new industry I speak about is the manufacture of cloth!"

I was stunned by these words. Cloth has always been made from man-made fibres since man first started to wear clothes. What did Mr. Herbert mean?

"Cloth made from wool, sheep's wool", Mr. Herb announced triumphantly. "We are working on a process of turning the woollen fibres into cloth. My assistants, young Mr. Arkwright Barker and young Mr. Hargreaves Hine are carrying out tests now. It will be revolutionary, the cloth will be softer and warmer than the artificial fibres that have always been used. Harder wearing too!"

"I see a whole new future opening up for this town selling cloth to be made into fine suits and trousers. The Queen's Export Award will be in the bag!"

"My team of designers, young Mr. Nigel Hartnell Hall is in charge of that department, is working on fabric designs at this moment. Just think of it, Lagonda broadcloth, worsted, tweed, all woven here in this factory by Lagonda powered machines. We have already named some of these patterns—cloth from the 2-litre engines will be called Forshaw's Traditional English Worsted; Hewitt's Herringbone from the 3-litre machines (or 'looms' as we are calling them); our piece-de-resistance will be the Schofield's Fine V.12 Tweed, guaranteed to resist oil stains and hot tobacco ash; the 4½'s will turn out multi-coloured Barkers' Tartan while the smaller Rapier-powered looms will

produce two ranges—Mr. Crocker's Club Pin Stripe and something for the younger executive—Batt's dark green Racing Check. They will go like a bomb", Mr. Herbert enthused.

With these inspiring words young Mr. Herbert brought the interview to a close and returned to his drawing-board to grapple with the problem of getting the weft through the warp on twelve cylinders in the right order.

We look forward with bated breath to hear how this revolutionary process fares in the future and wish these pioneers all success.

"12/45"

### FOR SALE

## 1934 4½-litre M.45

### Pillarless Saloon

Complete and Original

Chassis, Brakes, Engine Reconditioned

Interior, Paintwork, Chrome require attention.

Present owner 10 years.

Sensible offer accepted.

Tel: Farnborough, Kent 59736

### BOOK REVIEW *continued*

normal human beings can make it on normal machinery, some of the original ideas incapable of being constructed without controllable miracles.

Yes, it is an expensive book, but most of the cost is a result of the diagrams—practically one per page. It is a serious engineering textbook even more than a history of complete authority which in no way overlaps W.O.'s own books. For complete accuracy I should perhaps just comment that the photo on p.134 of a V.12 being tested for Centre of Gravity is in fact LG.45.

There is not much here for the 2-litre fanatic, but for those interested in the later cars and particularly the post-war models, there is a great deal of information and enough engineering background for you to redesign the rear suspension from first principles.

No proper Lagonda library is complete without this book.

ARNOLD DAVEY



## **MAGAZINE CONTRIBUTIONS**

SUMMER: MAY 15th

AUTUMN: AUGUST 25th

WINTER: NOVEMBER 15th

SPRING: FEBRUARY 15th

Advertising rates  
in the Magazine are:  
£15.00 whole page

Smaller spaces pro rata

## **MIKE THOMAS TRIMMING**

\*

Whether you own an  
elegant tourer or a  
two-seater sports model,  
allow Mike to quote you  
for any of your trimming  
requirements.

Mike Thomas  
42-44 GROSVENOR ROAD,  
LANGLEY VALE,  
EPSOM DOWNS, SURREY  
ASSTEAD 73538



### **FRANK CHASEMORE**

We were very sorry to hear that Frank Chasemore died earlier this year. Frank, an "Old Lag" and then latterly at Petters Ltd., took a keen interest in the Club's activities and contributed articles and letters to the magazine on a number of occasions, all concerned with his time at Lagondas. Frank's dry and pithy comments seemed to catch the real atmosphere at Staines during its heydays and also its less happy times and I for one will miss his interesting correspondence.

If any of Frank's colleagues at Staines would like to get in touch with his family we can forward on letters.

Our deepest sympathy is extended to Frank's wife and his family. A.W.M.



# ASTON SERVICE-DORSET

RICHARD FORSHAW · IVAN FORSHAW · ROGER FORSHAW, F.C.A.

Aston Martin and Lagonda Specialists

**73 RINGWOOD ROAD, LONGHAM, WIMBORNE, DORSET**

**Tel: NORTHBOURNE 4727**

**SOLE MANUFACTURERS AND DISTRIBUTORS** OF PARTS FOR **ALL ASTON MARTIN CARS** 1948-1960. ALSO LARGE STOCKS OF SPARES FOR 1960-1975 CARS. **ALL LAGONDA CARS** 1925-1960

Comprehensive stocks of Spares, Owners' Handbooks, Workshop Manuals, Parts Catalogues and Works Records covering all models. Technical advice and assistance readily available

Distributor for the United States of America:

**Aston Martin Services (Kenneth J. Boyd)**

**1035 Bollinger Canyon, MORAGA, California 94556, U.S.A.**

**Tel: 415 376 6633**

MAGAZINE COPY IS  
URGENTLY REQUIRED BY  
THE EDITOR PLEASE.

## PLATING

\* \* \*

For the complete restoration of your car's headlamps, sidelamps, etc., consult us. Chrome nickel and silver plating. Also P100s, P100 Bullseyes, P80s and other head, side and spot lamps, horns etc., for sale when available.

SILVER FIRS, SANDY LANE,  
AYLMERTON, NORFOLK  
WEST RUNTON 366.

ENGINE STANDS  
AXLE STANDS  
ENGINE CHANGE AND  
MAINTENANCE CRANES

★

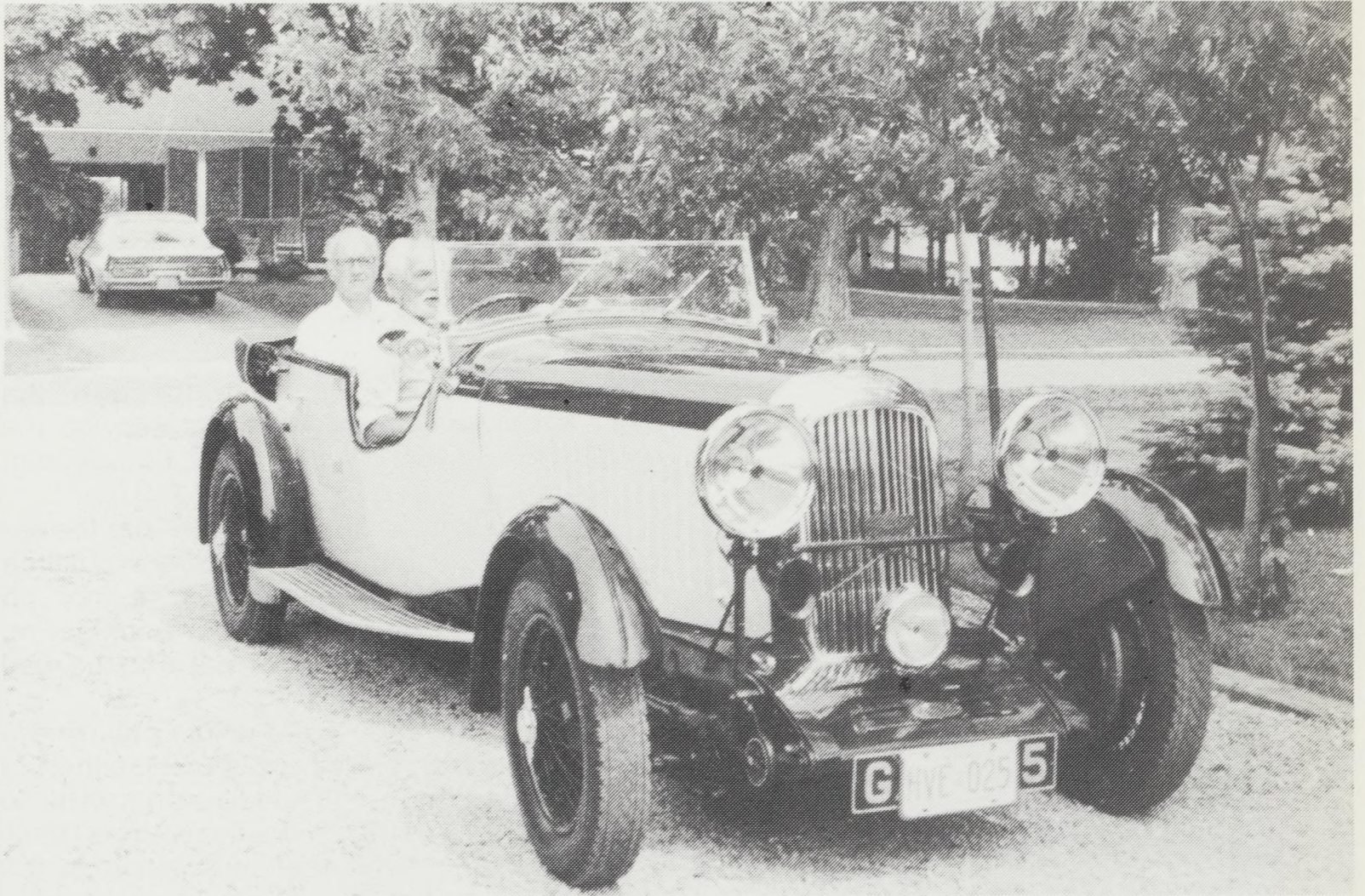
ELECTRONIC, FOUNDRY  
&  
GENERAL ENGINEERS

★

CLIFFE ENGINEERING  
DU-RAM WORKS,  
CEMETERY ROAD,  
BRADFORD BD8 9RZ  
Tel: (0274) 42603



# Letters to the Editor



Alan Wescott and the ex-Gostling 2-litre

## GX 2565

Dear Sir—Since receiving your letter of the 15th February, returning the colour negatives of the car, the interim has just slipped away without any action on the matter of providing black and white prints or negatives.

Please forgive the delay and accept the enclosed photographs of GX 2565 which I trust will be acceptable for inclusion in a forthcoming issue of the magazine.

What a pity that Harry Gostling is not still with us to see that his Lagonda is being well looked after out here.

Margaret and I have hopes of coming over next year to visit our relatives and friends, so we will look forward to the opportunity of dropping in on you.

ALAN B. WESTCOTT  
Guelph, Ontario.

[It is good to see from this and other photographs how well the car is cared for.]

Ed.

## Charles Arden Baskett

Dear Sir—CHARLES ARDEN BASKETT died at his home in Reading on Monday 25th February 1980 aged 73. Arden or "Pop" as he was known to his many friends had a long connection with motor cars, particularly Lagonda and Bentley and had owned several 2-litres and an M.45 during his life. At one stage he was involved with the construction of a speedboat driven by a 4½-litre Bentley engine. This boat being made especially for Wolf Banarto to enable him to cross from the mainland to his yacht at Cowes.

He built many steam engines for yachts and river craft and could always be found making bits and pieces in his workshop at Henley-on-Thames. Always enthusiastic and helpful on vintage cars of all sorts he was a regular attender at Lagonda and V.S.C.C. meetings, chatting to his old friends and offering his help and advice freely to those who asked. He had close connections with the Northern Lagonda Factory and V.S.C.C. members in the Henley area.



Arden had no children and his wife died some years ago, but his many friends will miss him greatly in the future.

A.W.B.

### M.45R News

Dear Sir—Let me say how much I enjoy the Lagonda magazine. It is excellent and always interesting.

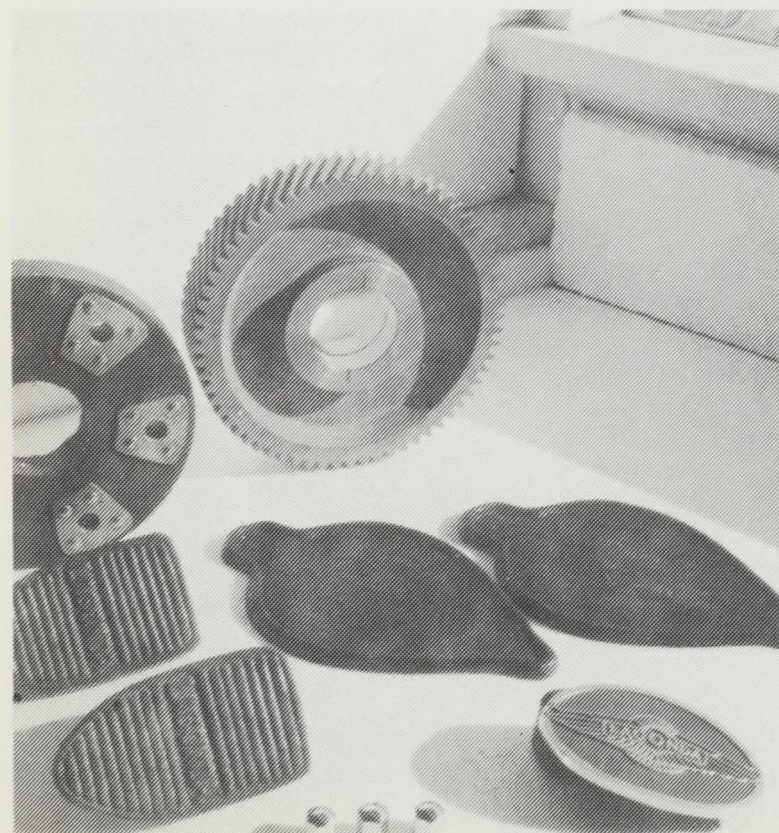
Club members might like to know that my M.45R is now on loan to the Stratford-upon-Avon Museum. I shipped the car to Dublin last June for the F.I.V.A. Rally and then toured southern England for a short period before putting it into the Museum. I will collect the car in June this year and take it to the continent for some European rallies. Hopefully there will be some Lagonda meetings I can attend at this time.

The car performed well in Ireland and I managed to take first place in the F.I.V.A. Concours. I have driven the Lagonda some 15,000 miles since 1974/5.

FRED BERNDT,  
Wisconsin, U.S.A.

### News from Bob Crane

Dear Sir—I have just completed the belt buckle project and the enclosed photo shows a sample (bottom right) together with other items that are available as spares. The belt buckle is obtainable from me at \$21.00 each plus shipping charge. If any member would like one, let me know and I will check the postage and advise.



We had a grand time at Buckhill Falls and were very pleased that our D.H.C. model took first prize over many other models.

With best wishes,

BOB CRANE

10 Crestwood Trail,  
Lake Mohawk, Sparta, N.J.  
U.S.A.

[The photo does not do justice to the fine detail and finish of Bob's "Lagonda" buckle. Please write to Bob direct with your enquiry.]

### Car Taxation

Dear Sir—Just a short note to cover the attached copy of a letter I have sent to the Chairman of Historic Vehicles Clubs Joint Committee.

Perhaps not everyone will agree that the car tax should go, but I think there would be universal support for opposing a tax on ownership rather than use! Just think paying tax on any car you own whether it is on the road or not!

I would be pleased if you would publish the letter or make an article out of it and exhort in the strongest terms all members to write to either their M.P. or Mr. Fowler or both (as I have also done) and make their opposition to the policy crystal clear!

DOUGLAS BROWN

Old Landscore, Woodway Road,  
Teignmouth, South Devon.

To:

Chairman H.V.C.J.C.  
J. W. T. Crocker Esq.  
15 Graham Terrace,  
London SW1W 8JE.

Dear Mr. Crocker—We have not met but I am a member of both the Lagonda Club and Rapier Register.

I am writing to you to draw your attention to an article "Drive on Car Tax Dodgers" appearing on page 1 of the *Daily Telegraph* dated Saturday 1st December. Briefly the article announces sterner measures against tax dodgers to try to save the £50 million estimated lost each year on the car tax account. As far as it goes one has no particular quarrel with that. However the article goes on to say that the government has dropped the idea of abolishing the tax and increasing the cost of petrol. This I contend is the



abandonment of a scheme inherently fair where *road use*, not vehicle ownership would be taxed; it is also contrary to the interest of vintage and P.V.T. car owners. Many of us find that it is necessary to use a "modern" for everyday use and use one of perhaps several old vehicles for club events, summer outings etc. So do we have to continue to tax two or even three cars in the summer when only relatively little use is made of them? Would it not have been so much fairer to have (subject to M.O.T.) jumped into any of our cars to go to this function or that function without having to worry about tax. (A.G.M. in October—tax expires in September—sorry no A.G.M.!) All club members cannot afford to tax all the cars all the time!

And that brings me to the really foul suggestion in the last paragraph of the report that the government is also studying the possibility of changing the tax on vehicles to cover possession rather than use! That is a diabolical piece of "wealth tax" worthy of the Marxist Left not the fair sort of legislation one hopes for from a Conservative government! If we are to be taxed just because we own cars, even when they are not "on the road", it will be the death knell of the H.V. clubs. Can the membership rely on the strongest possible lobby being mounted before it is too late?

Yours sincerely,  
DOUGLAS BROWN  
2nd December 1979.

### The 1979 A.G.M. Concours

Dear Sir—This is to thank you all warmly for the excellent organisation and pleasant atmosphere experienced during the Autumn Concours d'Elégance organised by the Lagonda Club.

Although I have been a member for many years, this was the very first time that I had the opportunity to attend a meeting of the Lagonda Club. Only one thing can be said: "Bravo!"

Beautiful surroundings, magnificent automobiles, friendly people, excellent food, good weather. What else can one ask? It also was a great pleasure to meet other overseas members and one can only hope that, during the next years, more overseas members shall be able to join the meetings. They should know

that it is worthwhile to come! And bring their camera along (I made some fifty pictures).

Although I had flown over, for the weekend, I regretted that I had not come by Lagonda. In spite, I managed to come in another civilised car, a Bristol, belonging to English friends, which we timidly parked next to a concours Aston Martin DB.6 Volante. I hope that next year I shall be able to drive my Lagonda DB "Rapide" (1962) across the Channel. It is one of the very few left-hand drive cars made (only 3) and the only one to remain with the original David Brown Lagondas, which are among the nicest, fast motoring saloons built in the world. And there are not that many left! It was with pleasure that I talked with the owner of a splendid silver grey RHD one, who I would like to congratulate him the prize he won!

This fantastic automobile should not be looked upon as a kind of hybrid, stretched version of some Aston DB.4, which it is not. The engine used (a 4-litre straight six) was later put into the DB.5 in a more powerful version, and never figured in a DB.4, for instance. If only Lagonda had not gone bankrupt, at that time, the model would have been considered with more respect. Try one, and you'll fall in love!

Very best regards and looking forward to being with you all in 1980!

ANDRÉ SCHNEIDER,  
Geneva, Switzerland.

### A.B.R. Cheek

Dear Sir—A.B.R. Cheek died on 20th January 1980 in the Isle of Wight.

Bertie Cheek and I met up about 1946-47 when we were both struggling to re-establish ourselves after war service, and at the same time becoming involved in the re-founding of the pre-war Lagonda Car Club.

Bertie was a very stalwart, helpful, and delightful colleague in those early days—until his increasing involvement in international business took him and Phyllis to the Argentine.

Currently the Lagonda Club is one of the most successful one-make clubs. It resulted from the fusion of the dedicated technical enthusiast section of the re-founded Car Club with the 2. litre Lagonda Register, and despite the pressures and difficulties of the uneconomics of the brave new world welfare state it is still flourishing.

That it is and does so is a tribute to Bertie's efforts and something of an epitaph to him.

JOHN PASTON-GREEN  
Shirley, Surrey.



### Magnetos and things

Dear Sir—This is the second time in about 27 years' membership that I have taken up my pen to write to you. The last time (i.e. Tortoise Taylor) was to comment on the useful "complete repair kit for the Lagonda car" which I had won at the Christmas party lucky dip—obviously one of the active members.

This time I have news to offer and hopefully to receive.

1. Good news for magneto worriers.

F. R. Edwards,  
Queen Anne Road,  
Maidstone, Kent,

who will repair *any* magneto—except Scintilla Vertex. I'm not sure why he draws the line there—possibly because all the spares are in the U.S.A.—but even sufferers from Vertextri can have their problem solved via their local Bosch agent, who will send the offending item back to the "warks" for treatment. You can even buy a brand new replica Vertex—in exchange for your holiday!

Mr. Edwards likewise will perhaps sell you one of his trusted stock of rebuilt magnetos—but not by post—by appointment only!

I would advise any one with mag. problems or impending ditto to hurry. Mr. Edwards is not newly entered into his profession!

2. Lesney have at last made a Lagonda. (Did it send them to Carey Street too?) A fairly poor model of a 1932 V.11(!)—but passable for a 4½ Drophead—once you've given it a respray, and summary other minor modifications.

3. Does anybody know how the tools were arranged (and what) in the LG.45 mock spare wheel tool box? Mine had been excellently rebuilt by Carl Nolten (the car not the tool box) and this is one of very few aspects where I could improve on his work. But what was there and how was it set out? Are the photographs—or memories—available?

GORDON WARREN-SMITH (W30)  
Longwood, Nevill Court,  
Tunbridge Wells, Kent.

### Insurance

Dear Sir—My eldest son is now 21 and is becoming increasingly interested in vintage cars. he will start driving my 2-litre shortly and consequently I tried to obtain cover under the existing policy under the Club's scheme. The Underwriters have refused and so I am forced to look elsewhere and have found no difficulty in

obtaining Third Party, Fire and Theft while he is driving and Comprehensive for me under one Lloyds scheme and Comprehensive for both of us under another.

If our Club needs young blood, which I think it does (see my letter re Competitions), should not the Insurance Scheme be re-designed?

COLIN BUGLER

Otterbourne, Hants.

### David Brown Lagonda

Dear Sir—As a comparatively new member you may care to have news of my car which I am in the process of restoration. It is a 1955 drophead coupé, LB290/1/157, engine VB64/597, registration number WKX 428. The car was registered originally on 26th August 1955 and has green paintwork.

The Lagonda was owned for many years by John C. Taylor of St. Thomas Street, Lymington, Hampshire, England. The current mileage is 76,346.

I hope to use grey Connolly hide to renew some of the upholstery if I can obtain the correct match. Can someone please tell me where to obtain the grey vinyl for the side panels, two green Lucite plastic sun-visors, two wing fender rectangle rear mirrors and an original sales brochure?

I am stripping down the paintwork to the aluminium and also the woodwork. I plan to repaint the car a medium blue and re-chrome, fit new grey Wilton carpets and change the tyres for wide white walls.

I look forward to getting as much information as possible on these cars—are any similar Lagondas available ready for breaking? Thank you for any assistance.

COL. ROY GEORGIA,  
4808 Del View,  
Oklahoma City, Oklahoma 73115.

Advertising rates  
in the Magazine are:  
£15.00 whole page

Smaller spaces pro rata





## **FIRTH TRANSPORT LIMITED**

Road Transport Contractors offer a daily delivery and collection service into and from the following:

NORTHERN IRELAND . LONDON . GLASGOW  
EDINBURGH . THE MIDLANDS  
THE NORTH EAST . LANCASHIRE  
CHESHIRE . YORKSHIRE (56 lb.—10 tons)

Firth Transport Ltd., Millbrook Warehouse,  
Grove Road, Millbrook, Stalybridge, Cheshire.  
Tel. 061-338 2671/3735  
Telex 668883

**SERVICE TO INDUSTRY**