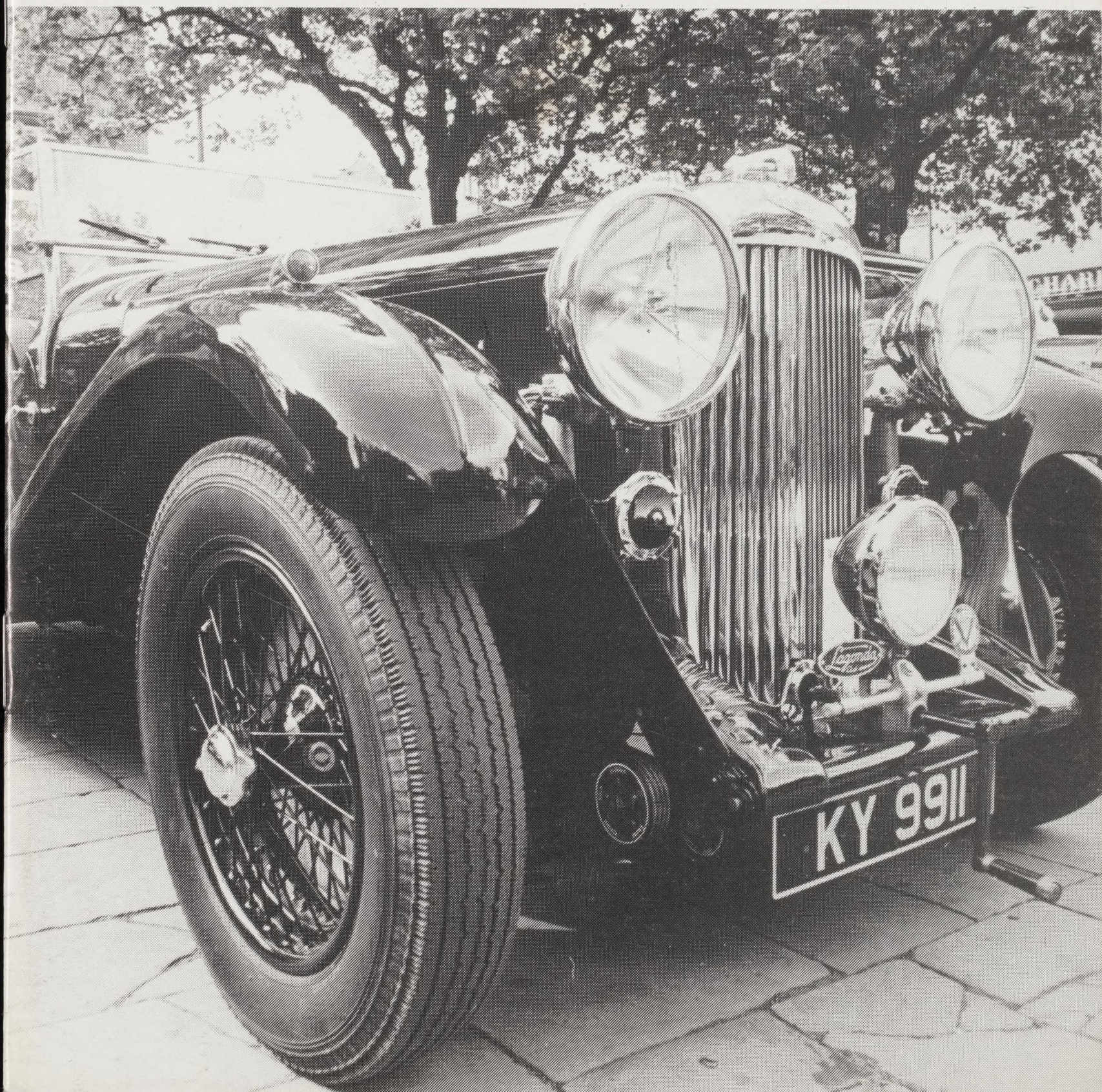




THE MAGAZINE OF THE LAGONDA CLUB

Number 107

Autumn 1980



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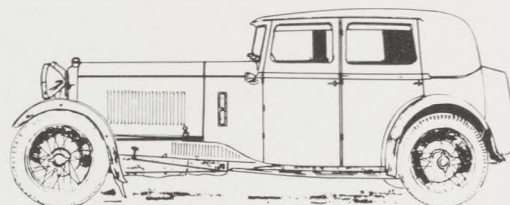
MAGAZINE

Issue No. 107

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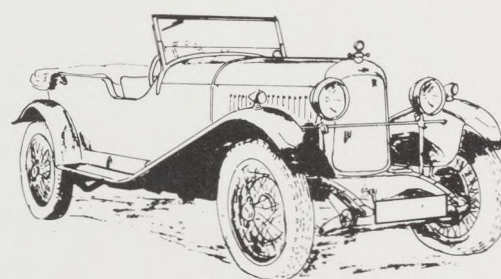
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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered.

FRONT COVER: Clifford Walmsley's newly restored M.45.

Out and About

ANOTHER AUTUMN is here and by the time this magazine appears in print the Club AGM/Dinner will, we trust, have had another successful turnout and gathering of Club Members. Some of our friends from America and Europe will have made the journey to Burnham Beeches to renew the links with home members. We hope they all had a rewarding weekend.

This current year has not been an easy one for the Lagonda Club, in common with other similar clubs we have had to make adjustments to our competition programme and its future organisation. John Batt was able to organise an adjustment or shift in the direction the Club's competitions were taking in order to get more enthusiastic support for the social events that did not require heavy handed R.A.C. rules and regulations to be followed. His clearly argued case received wide coverage and response through the magazine and thanks to John, the Committee feel that the Club's efforts show signs of receiving good support.

★ ★ ★ ★

THE OTHER topic which has occupied the Committee's time and attention in recent

months has been the spares liaison and its organisation. Brian Horwood has done an extremely good job of getting a Liaison Service started and has produced and sold a wide variety of parts badly needed by Club Members. Brian is anxious that this important service to the Club continues to expand and broaden its activities and at the time of writing the Committee is exploring ways and means of achieving this.

Certainly additional help will be required and several volunteers have come forward. Discussion on this topic will have certainly taken place at the A.G.M. and members will be kept informed on new developments as they arise.

★ ★ ★ ★

THE CONTROVERSIAL plan by the Government to collect licence tax on possession of cars in order to catch the "tax dodgers" is clearly against the interest of those who use their cars on a restricted basis during the year. Petitions have been organised and if you feel very strongly against the proposal then write to your M.P. about it.

★ ★ ★ ★

"Beam us up Scottie"

Teleport photo by Alastair Barker



Northern Tour—May 1980

By Herb Schofield



Lunch at Coxwold

Photo: H. L. Schofield

AFTER LAST year's undoubted success this keenly-awaited event got off to a good start on a beautiful warm sunny day. We had caught the tail end of the May heatwave. There had been weeks without rain and complaints on T.V. of tinder-dry moorland so we were a bit worried that Nigel might set the grass alight with his over-ripe LG.45 racer exhaust. Nigel Hall in fact joined the writer in convoy for the first part of the route, the long haul up to Coxwold. Things got off to a slow start, for passing up Woodhead we met with a couple of lantern-jawed cabbages driving a matched pair of 'D'-reg. Atkinson artics, grinding along at minus five m.p.h. This nonsense went on for miles until we eventually managed to get past and descend into Penistone, which, as you are bound to know is the place the Roman legions stopped for a slash on their way north—hence the name. Soon we entered Barnsley the capital of Scargilland and an awful area, at least in Oldham we can see the hills, but Barnsley—ye gods!

Past Tadcaster things started improving and we eventually arrived at the Faconberg Arms, Coxwold, at around 1.00 p.m. Literary buffs will know that the village is famous as the birthplace of Lawrence Sterne, brother of the well-known violinist. However, the locals now seem to regard the place as famous for the annual gathering of Lagonda cars, which included this year Cliff Walmsley—M.45 Tourer, Doc. Rider—M.45R, Ted Townsley—LG.45 Tourer, David Hine—LG.45R, Roger Firth—LG.45R, Herb Schofield—LG.45R, John Batt—4½-litre special, Nigel Hall—4½-litre special, Ken Pape—2-litre Tourer, Jack Buckley—the 'Fire Engine', Captain Barker—LG.45 Tourer with Brown riding shotgun, and John Beardow—M.45 coachbuilt Tourer with large Brooks trunk on the rear.

Lunch and drinking was taken in a leisurely way. Sunshine and friends, beer and vintage cars, what more could a man want? Atkinsons and Barnsley suddenly seemed a long way away. It was hot enough for Nigel to take his

shirt off which confirmed what a lot of us had thought for a long time, so he put it back on again! During the afternoon one or two efforts were made at motoring up the local 1-in-5 hills; it was during one of these epic forays that Beardow's tuckbox fell off the back of his coachbuilt tourer spilling out an assortment of cricket bats, a pair of wicket keeping gloves, some old school ties and a 1938 jockstrap which attached itself to the radio aerial of a following Mini. Meanwhile David and Jill had successfully tackled the north face of Sutton Bank and had been rewarded with some superb views across the plain of York.

Late afternoon found us at the "Black Swan", Helmsley, where a grand total of fifteen, sixteen, or was it seventeen Lagondas made a most impressive sight. During the evening we were joined for dinner by Dearden-Briggs' M.45 Tourer, Ron Clayton—16/80 Tourer, Dennis Clark—2-litre, Mike Hoare—M.45 Tourer and Roy Paterson. At dinner the management wisely split the party up into a number of smaller tables for the sake of peace for the other diners, but even so Dearden managed to empty a large part of the room of its bargain break weekenders with his over-loud

deliberations on vintage cars and sexual matters, on which he can claim knowledge of the former only. And so the evening wore on until the sound of the last departing Lagonda concluded a most enjoyable day.

Day Two. It rained all day which was fine for the country, coming as it did after a period of a month without water, but was a bit annoying for us. We travelled by various routes to our lunchtime stop the "Wensleydale Heifer", West Wilton, Leyburn, N. Yorks. They had given us a car park and a dining-room to ourselves which was very thoughtful. As a matter of interest they have accommodation which the writer has sampled on a previous occasion; as an added plus you might have the opportunity of rubbing shoulders with the T.V. actors of the "All Creatures Great and Small" programme. They do a lot of filming in the area, and the opening watersplash bit was done near Langthwaite Green, which is probably even now a mecca for vintage car owning James Herriot freaks.

The weather was still closed in so the longish drive over to Grasmere in the Lake District was a bit unrewarding. We arrived at "The Swan" around tea-time and parked in the special car



Part of the line-up at Grasmere

Photo: P. W. Allonby, M.M.P.A.



John Batt, Ken Pape and Ted Townsley

Photo: H. L. Schofield

park that had been reserved for us.

Cleaning our filthy cars gave me the opportunity of looking in some detail at the various machines lined up. One must admire Cliff Walmsley's M.45 rebuilt Tourer, spoilt only by the starting handle attached to the front end of what is probably basically an ex-W.D. unit. The car is a credit to him however. Ted's LG.45 must be one of the most genuinely original cars in the Club. On the special front, John Batt's 4½-litre is most handsome, Nigel's car has acquired a slightly out of true full fold flat screen, and the "Fire engine" had been given a completely new body over the winter period.

Day Three. David Black, well-known V.S.C.C. member, had organised a trip to the steamboat museum at Windermere, and as the curator was not wildly enthusiastic about drink we went in the morning! A truly fascinating place with some beautiful steam launches, one of which is owned by David Black. One boat in particular was of special interest as it was driven by an ancient Rolls-Royce engine and incorporated a direct drive. In other words with the engine running the boat went forward whether you wanted it to or not. Docking in the family boathouse must have presented the

helmsman with a rare test of skill. Shutting the engine off too soon probably left you stranded outside the boathouse, or leaving it too late a hefty repair bill as the thing smashed out through the back of the building!

The lunchtime stop was the "Blue Bell" at Heversham and I couldn't help but notice the name of the landlord over the door which just happened to be John Kerr Chew, nearly as interesting I thought as the rather rude sounding one Jenny Taylor spotted in Ambleside! We were met at the pub by Bernard and Amy Raines armed with what must have been a fair wedge of five-pound notes with which to buy our party drinks. The cash had very

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kindly been donated by Brigadier C. E. Tryon-Wilson, Deputy-Lieutenant of Cumbria and an old Lagonda buff having had about eight Lagondas, his first a 4½-litre in 1933. We were sorry indeed to have missed the Brigadier as he had to leave shortly before we arrived. Our grateful thanks, and we hope that next time we may have the pleasure of meeting him.

Roy Hatfield and M.45 Tourer joined us for the rest of the tour at the "Blue Bell". He had hot-footed up to Cumbria from a French vintage car rally to be with us. He looked a bit worn out which he put down to the driving and not the fact that he had recently got married! During the afternoon most of the party motored over to a castle somewhere to have a look round, but I can't tell you much about that as my enthusiasm for traipsing round stately homes diminishes after one or two pints. Instead the writer returned to Grasmere to look in at the excellent bookshop in the village, followed by a quick zip to re-charge the batteries for the evening.

When we came down for a drink before dinner we met up with some of our lot engaged in a heated discussion round the bar. Apparently Alastair had read somewhere in a medical journal or perhaps a woman's magazine, that men with small ear lobes were physically poorly provided for in another department, and a number of women had testified to this. Doc. Rider was dismissing this as pure nonsense, but I did however notice at the time that the Doctor had very small earlobes!

Later in the evening we were again joined by Bernard and family armed with some more cash from the Brigadier, and by Barry Parkinson with his 3/4½-litre Bentley. As it was the last evening we pushed the boat out a bit (a bit too far in some cases!) and the party went on until 2.00 a.m. when Beardow fell off his bar stool, but was still declared the winner.

Day Four. The final day followed the same pattern as last year, that is through Sedburgh and Hawes and the beautiful run up some steep hills through the Yorkshire Dales to the "Devonshire Arms", Bolton Abbey. We had been a bit concerned about the 2-litre's performance on this section. We need not have worried because the car sailed up even the most difficult bit, and what is more did not boil—unlike some of the 4½-litre cars! The Devonshire put on a buffet lunch for us which we thought was expensive. Then it was all over

for another year. It had been just as enjoyable as the first, quite often these functions are not the second time round. We did, however promise ourselves that we would all meet up again for a weekend at the "Swan", Grasmere, in November, and we would marshal at the V.S.C.C. Lakeland Trial. Care to join us?

H.L.S



Arthritis strikes Roger Firth at the Northern Driving Tests



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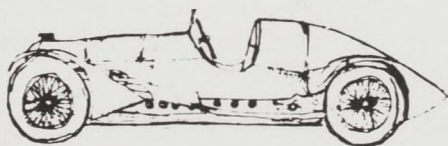
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The Northern Driving Tests

Sandtoft 1980

THOSE WHO have read the saga of the 1979 tests will have realised the organiser had tried to devise a series of tests that made all men and machines equal. He had not, however, taken into account the natural cussedness of our Club members and George Orwell's famous hypothesis together create almost unbeatable odds. This resulted in a winter of discontent with much burning of the midnight oil and head scratching (mind the splinters!). At the end of it all a series of subtle modifications were made to the tests so that in 1980 *all would be equal*.

Alas, the twin factors again proved too strong and the best that can be said is that they were more equal in 1980 than in 1979 and next year is still to come!

The weather this year was much as last time, grey and wet at the start. A big, black cloud in the Manchester area was centred over Hollingworth—Herb Schofield's new roots are located here—and the weather followed the same pattern. On crossing the Pennines the sky brightened and by 12.30 the sun was shining brilliantly. Being behind schedule I made use of the motorway, this being convenient for the

Sandtoft venue as there are exits on both the M18 and M180 within five miles of the airfield and then an unobstructed run in from both of them.

The tests were quickly laid out with able help from Bryan Hyett and the short journey to the watering hole at "The Wheatsheaf" was made by 2 o'clock. A motley of Club members were already there and the full car park had the air of an informal social gathering.

Don Hoggard was there with the now completed M.35. This car started as a running chassis some years ago and each year Don has attended with more parts screwed to it.

Richard Fox, not seen for some time, was back with us after a successful season of camel racing in Saudi Arabia. Ted Townsley had with him not only his very original LG.45 but also his LG.45 Special, lent for the day to another garage owner Mr. N. Cassidy. He was so impressed with it that he is now trying to buy one for himself! Roy Hatfield arrived straight from the Dunlop Rally in France driving in on the right side of the road shouting "Vive la Rosé". (Some French bird he had met, I suppose.)

At 3 o'clock, just as the whip was being cracked to move competitors and their cars out, Rowland Hill arrived in his M.45 Special with a full head of steam on. This car attends every year and how it makes it each time I don't know. But it always competes *and* finishes! This year with three drivers no less. (Andy, if you still have trouble give me a ring as I have an idea or two.)

The getaway from The Wheatsheaf was remarkably swift for Club members and after calling for marshals the tests were underway by 3.30 which must be a record. Again, many thanks to all those who marshalled for keeping an eye on our lot is worse than a children's Sunday School outing.

When the tests were over, people wandered off in their various directions and quite a few went back to The Wheatsheaf for a noggin and a natter. From there about twelve members went on to stay the night at Brigg. This was not 100% successful so we are still trying to find the right sort of hotel in this area.

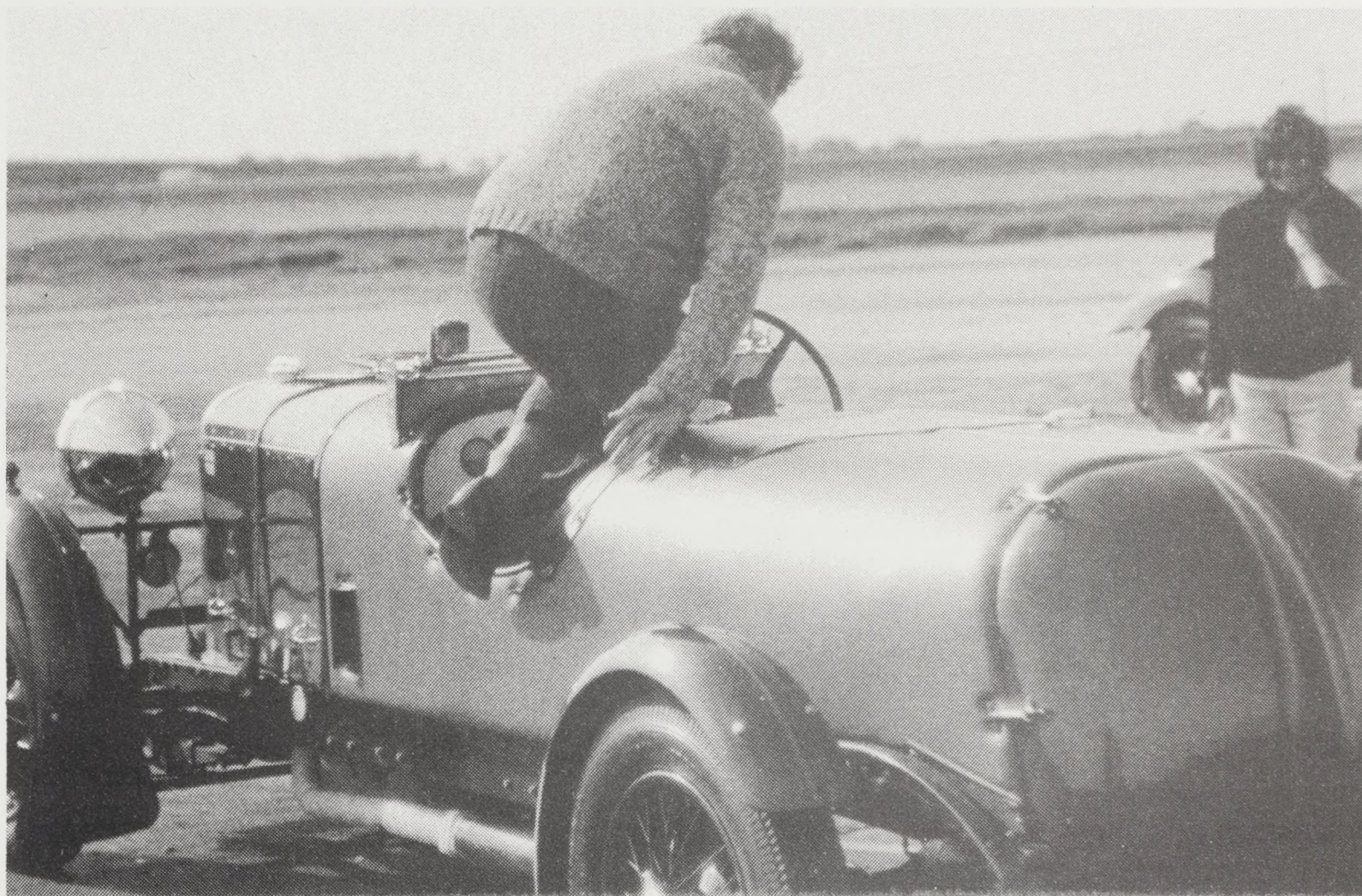
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A study in rear-ends!

Photo: B. Dearden-Briggs

The winner was David Hine, and it was noted that he achieved his best scores at tests controlled by his son and his girl friend! Roger Firth talked himself into second place by telling all the other competitors how the tests should be done.

G. Harris (sorry George, don't know your first name) in a very pretty Rapier quietly pegged away for third position. Had it not been for bad clangers at just one test, the winner could have come from any one of Fox, Squires, Paterson or Pape, so perhaps the tests are beginning, at last, to even out men and machines.

Results:

B. Dearden-Briggs	M.45 Tourer	339	10
K. Pape	2-litre	292	7
R. Paterson	LG.45 Tourer	277	6
R. Hatfield	M.45 Tourer	337	9
R. Fox	LG.45 Special	228	4
D. Hine	LG.45 Special	150	1
N. Cassidy	LG.45 Special	388	13
R. Firth	LG.45 Special	163	2
T. Townsley	LG.45 Tourer	593	16
G. Rider	M.45 Rapide	385	12
A. Rider	M.45 Rapide	460	14
A. Hill	M.45 Rapide	501	15

P. Day	M.45 Rapide	1326	17
W. R. Hill	M.45 Rapide	319	8
G. Squires	M.45 Tourer	274	5
G. Harris	Rapier	187	3
D. Hoggard	M.35 Tourer	349	11

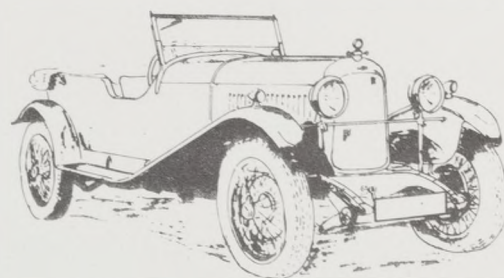
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J. Broadbank	Vauxhall	452	3
I. North	Rolls-Royce	550	4
N. Hall	Aston Martin	133	1
J. Selway	M.G.	427	2

The long-distance award this year went to Geoff Squires, all the way from the north of Edinburgh. A really splendid day and very fine turnout of both Club members and cars.

Look forward to seeing you all again next year and more besides on Saturday 4th July.

ALAN BROWN



The Lagondas at Cadwell

ANOTHER REPORT this year thanks to the facilities made available to "The Lagonda" reporter by the V.S.C.C. Secretary. It was the fifth Vintage Cadwell meeting and by coincidence five Lagondas were entered; three Rapiers by our-President-and-theirs, J. W. T. Crocker, by J. F. Harris, and a joint entry by P. Nickalls and M. Pilgrim; and two 4½-litre Specials by J. C. Bugler and R. Paterson.

Event 1 was an 8-lap scratch race for the Spero Trophy, which had been won by D. F.-J. in 1977 driving a red Rapier. A different red Rapier, looking very standard and exceptionally smart, was on the grid this time, but near the back and in the hands of Harris. He did not finish the course but was back again for Event 8 in which he fared much better.

In Event 2 our flag was carried by the President and Nickalls, and not in Rapides as reported by *Motoring News*. Crocker took a fourth place at B.D.C. Silverstone the day before while the Nickalls team were en route for Lincolnshire, but both have had a number of successes at previous Cadwells. This was a five-lap Scratch race and an interesting contest was expected. Nickalls established an early lead, with Crocker third. On lap 2 he was still first with Crocker now second. Third time round Nickalls had slipped to fourth place but Crocker was still second having been passed by the eventual winner in an Aston Martin. On lap 4 Nickalls improved to third and they held these positions to the finish where Crocker was 11 seconds ahead. Crocker's fastest lap was 2 min. 7.9 seconds, Nickalls' 2 min. 9.6.

Event 4 was a five-lap Handicap and the two heavy Lagondas appeared. It so happened that they had the biggest capacity engines in the whole programme, and neither cars nor drivers had competed at Cadwell before. The Northern Lagonda Factory has had several and some successful entries in other years, but this time all their cars and members seemed to be A.W.O.L., as The Captain might say. Bugler's car was beautiful to look at and is the most presentable result of a painstaking rebuild. Paterson's is the old work-horse of the late Henry Coates with many years of competitive service behind it. Paterson was ahead of Bugler for almost four laps, entirely due to a more generous handicap; but with a third place in the Bentley/Lagonda Race at Silverstone the day

before, the latter whittled away the lead until the inevitable happened and almost at the end of lap 4 the beautiful rebuild took the older car at the beginning of the finishing straight, and maintained his improvement until one lap later they finished exactly ten seconds apart, in eighth and tenth places. Bugler, entered twice, re-appeared for Event 6 in which he finished fourteenth. Large capacities don't count for much at this venue!

The ninth and last event was a five-lap Handicap and the Rapiers of Crocker and Nickalls were out again, this time the latter being driven by M. Pilgrim who was a winner here in 1977. Handicaps for the back-markers were 1 min. 30 secs. and 2 min. 10 secs., but Pilgrim was off 55 secs and Crocker 1 min. 10 secs. Pilgrim gained one place first time round while Crocker made two and there was then only one car between them. The car in the sandwich went ahead and was eventually second. Meanwhile on laps 2 and 3 Crocker was right behind the other Rapier, they exchanged places on the next lap and finally Crocker was seventh and Pilgrim ninth. The whole race was full of interest with the winner coming from 1 min. 30 secs. and the scratch man (2 min. 10 secs. remember) eventually making fifth in his E.R.A. Crocker's fastest lap this time was 2 min. 8.1 secs. How's that for consistency?

It's about the same consistency as the Cadwell weather. It has never been wet and the sun has shone on every Vintage-Cadwell so far. This year the whole day was sunny. The surroundings are good too, a pleasant private park with hills and dales, trees and shrubs. I've seen masses of snowdrops at early meetings with a different club, and daffodils galore in springtime. For the competitor it offers every type of corner and has varying gradients up to about 1 in 3.

There's a little dell between the west of the paddock and the mountain where Lagondas seem to gravitate to the shade of the trees. Hereabouts were GG 8071, BGW 254, PJ 4790, AUU 295, EWF 99, WS 5888, and AYP 267. The first-noted has the rare distinction of having won two Oulton Park concours awards, and the others looked to be in the same class, each and every one a credit to its custodian. Other cars would no doubt be elsewhere, the

parking area is vast. Amongst the people noted were Robin and Mairwen Colquhoun and daughters, Messrs. Dearden-Briggs, Hoare, Hoggard, Keeling, Pape, Royle, and Walmsley, and Roy and Enid Paterson and party. Mary and Ian North, Jean and John Beardow made a weekend of it in the North's distinctive pre-war caravan from which emanated hospitality and service to the Hermes contingent. A friendly atmosphere pervaded the whole area, technical secrets were swapped, and it would be even better if more members come in the future.

Last year Stephen Weld is reported to have come over from Germany. This year he was here again. Next year I expect he will organise another Exercise Cadwell, and no doubt that will be the intention of the others too. I hope so. It's a great place. It's a great meeting.

R.P.

THE HENRY COATES MEMORIAL

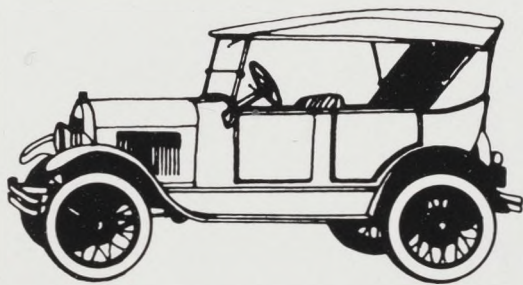
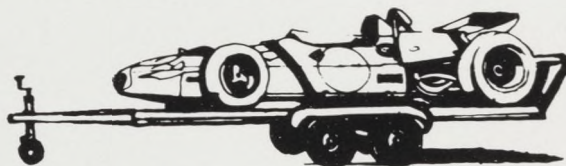
This handsome gavel and block, made in oak and suitably inscribed to the memory of the late Henry Coates, is now part of the Club regalia and used at all Committee meetings, the A.G.M. and the Northern Dinner.



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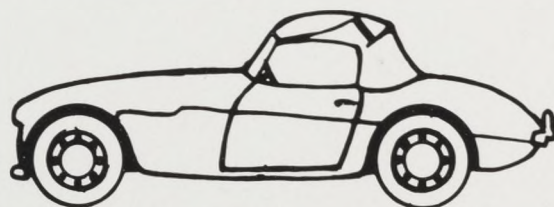
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The 1980 New Forest Rally

AS LAST year's victor, the task fell upon Alan Elliott to organise this year's Round the South of England Race.

We had nine entries consisting of Alec Downie—2-litre, Derek Green—2-litre (very smart), Tony Breakspear—2-litre Continental, Stephen Weld—Crossley, Richard Campbell—M.45 (unusual or was it agricultural?), Dick Sage—16/80 (polished), Adrian Whitelegg—4½-litre Bentley (posh), Joe Harding—M.45 (untouched), and Phil Erhardt—M.45 (always very smart)—we missed the Watt brothers, Colin Bugler and Bill Rothwell.

First away from the New Forest was Erhardt trying to get a head start on Sage and Harding's mob, but after fifteen minutes the rain proved too heavy for the French Polish and he had to put the hood up. He apologises if many missed the third clue because of this.

It should be pointed out that mileages were given for each of the twenty road clues and

many cars were seen reversing at high speed to re-align odometers—Does Arnold Davey know that some odometers wind back and others forward when reversing?

All of us except the Harding car arrived at Compton Abbas Aerodrome in good time to be met by as many Astons, a Bulldog and the New Lagonda. Out came the Lagonda Histories to answer the last ten questions (Dick Sage was trying to win again after all), and in came Joe Harding, an hour late. Question 19 asked: Who's body lies here? Rumour has it that Joe was run over trying to answer this question.

Our thanks to Alan Elliott and his family for a superbly organised event and to Alan Curtis for opening his Aerodrome to us.

Results:

1st—Phil Erhardt, M.45

Joint 2nd—Dick Sage, 16/80, Joe Harding, M.45.

P.G.E.



Across the Beacons

A Reader takes a "Recommended Route"



"FROM BRECON due south across the Beacons to Torpantau" was one of the "Interesting Welsh Routes" recently recommended by a correspondent. Certainly it is a run full of interest, though for those who, like the author, prefer the line of least resistance, it is suggested that Torpantau, rather than Brecon, should be taken as the starting point, so that the most difficult section may be taken on the down grade.

Torpantau Station, approached mither from Merthyr Tydfil via Pontsticill, or from Brecon by a most attractive route through Talybont, is itself interesting; nestling among the hills at a height of 1,300 ft., it lies on one of the highest and loneliest stretches of line in the country, and the approach to it by rail commands some of the finest scenery in Wales.

Here in winter the line becomes blocked with snowdrifts many feet deep. From Torpantau a grassy track ascends gradually for about three miles to an altitude of 1,961 ft., where the "Bwlch", or mountain-pass, runs between

Cribyn (2,608 ft.) and Fan-big (2,300 ft.). Here there is ample space for parking without causing obstruction—though two or three weeks may well elapse before any other car appears!—and the motorist may, if he feels energetic, proceed on foot to the summit of the highest Beacon, Pen-y-Fan (2,906 ft.—the highest point in South Wales), which is about one-and-a-half miles distant.

From the Bwlch the route starts descending with a short section calculated to bring joy to the heart of any trials organiser—a gradient of 1 in 4, a sharp bend and an extremely rough loose surface. Narrow at times, and with several cross gullies, the descent continues; two or three miles farther on the tarmac surface begins, and there the adventure ends. And so to Brecon.

It is an exciting run, and practicable with care even for a low-built car.

K.H.R.

(30th June 1939)

Reproduced by courtesy of *The Autocar*.

Finmere 1980

YES, I did know the newsheet said it couldn't happen this year—but it did! No, not the Moscow Olympics, but the Finmere Driving Tests!

Thanks to the efforts of David Llewellyn of Bluebell fame, the Lagonda/Bentley meeting took place as usual on the Sunday following V.S.C.C. Silverstone and, despite the lightning of the day before, the old currant bun did its bit, and a great day was had by all.

We soon learnt that the way around the R.A.C. regulations is not to have more than half of the day's tests timed and consequently the Llewellyns had planned a fiendish set of tests to tax the lock of vintage cars and baffle the brains of their drivers.

To win the day owners needed to be a good judge of their car's height, width, turning circle, acceleration rates and parking ability and, to make it just that bit harder, wrist watches and stop-clocks were confiscated.

Four Lagondas made the meet, to bring the total to about 25 cars; Roland Morgan and Derek Green's 2-litre, Tony Metcalfe's little green Rapier and George Stanton with the very original, 2-litre high chassis that he has owned and driven since his 21st birthday. Two cars battled with the rigours of the course along with the twenty-odd Bentleys and the nifty Rapier made sure that Lagondas got a look-in-at-the-last by winning fifth place overall.

PLATING

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

The summer season can become somewhat hectic with so many vintage events to attend and the turn-out of cars the other weekend rather implied that Finmere was an event that Lagonda owners struck off their busy calendars—more's the pity! The day was great fun, the tests were competitive but more to the point amusing, the mood of the day was most definitely relaxed—something to do with the beer tent I presume?—and children are certainly welcomed. The airfield offers an excellent opportunity for members to swap the wheels of their beloved cars and for wives and girlfriends and even children to don the L-plates and attempt to master those wretched gearboxes.

Other marques were also a wee bit thin on the ground but two very pretty Frazer Nash cars and a Ford Popular turned up to swell the ranks—and with a fair female behind the wheel!

Thanks to the Llewellyns for all their organising and to George and Ann Stanton for providing tea for the Lagonda element—let's hope that next year the numbers will be greater!

SALLY HOWARD

Postscript by Derek Green

What a great day it was. Plenty of opportunities to drive one's own car and other people's rather than just standing around talking about them! Driving tests that were not the least taxing on old machinery—just on their pilots!

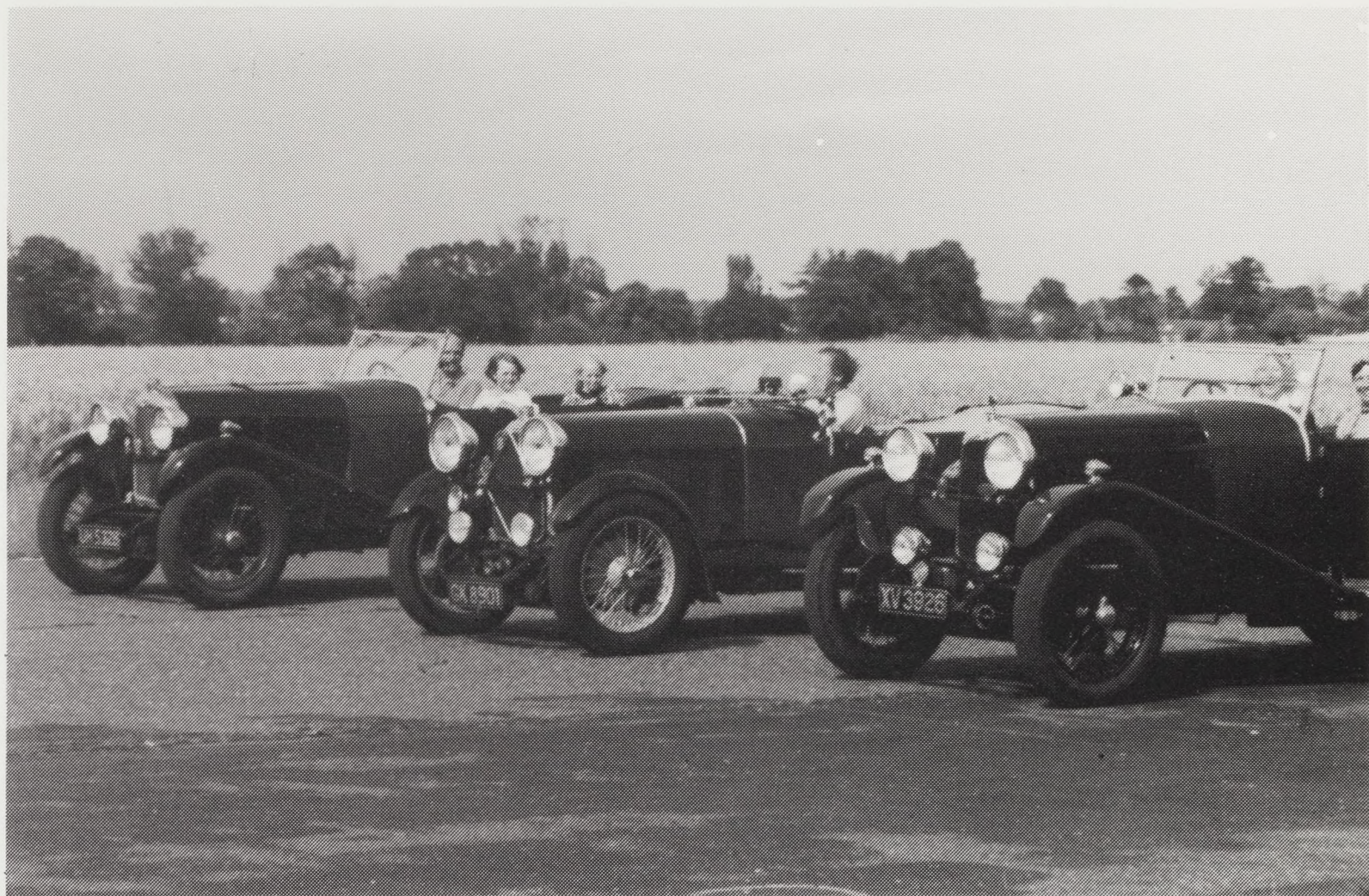
Photograph shows a fly past—yes, they were moving—in echelon port of the three 2-litres piloted by George Stanton, Roland Morgan and Sally Howard.

"LAGONDA—A HISTORY OF THE MARQUE"

by A. Davey and A. May

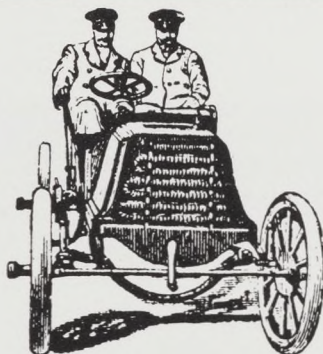
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The 2-litre Fly past

Photo: Derek Green



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Reminiscences of a Club Member

HAVING BEEN a club member for some ten years and not made any contribution to the magazine I decided that it was time to try. Perhaps the high standard of the magazine is in itself a deterrent to the inexperienced journalist, as one feels unable to produce copy as interesting as that to which we have all become accustomed!

Maybe I should start at the beginning as that must be as good a place as any! Back in 1967 a certain Mike Crosland (ex-R.A.F. Red Arrows) left the Air Force and took a job in civil aviation based at Luton. Until they acquired their own home the Croslands moved in with us; we were then living in Hemel Hempstead. They arrived in a rather tatty old Hillman Van which did nothing to grace the ancestral pile. However I was asked if there would be room for another vehicle and the following day in thumped a 1929 4½-litre Bentley Tourer in superb condition! There had for some time been a latent "old car bug" lurking in the background and now it flourished and had to be satisfied! The adds were searched and pennies were counted and the outcome was that a 1935 3½-litre Lagonda with Carlton Drophead Coupé body was found languishing in a builder's yard

in Enfield. Money changed hands and my first acquisition was towed home behind a Mk.7 Jag. Once home the "before" photographs were duly taken and the tearing apart started. The work proceeded as far as shot blasting the chassis and building it up into rolling chassis with engine installed when our move to South Devon occurred. The engine was inspected from above and below and bores and bearings all seemed in reasonable shape so I decided to leave well alone. Quite a number of spares were needed, many of which were supplied by the late Elliott Elder to whom I shall always be greatly indebted. The only remaining spares problem of any significance is that of establishing the hood geometry. There was no hood mechanism of any description with the car. The coachwork incorporates a hood box concealed by a horseshoe-shaped cover. The "hood-down" appearance is very smart but obviously the design of the hood mechanism must be very precisely established if it is going to be possible to get it all stowed properly in the box! Carltons now seem to have disappeared and I know of no similar coachwork which I can copy. Can anyone help? (Simpson's Carlton is quite different by the way). The 3½ endured a

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traumatic journey to Devon in the back of a furniture van, being molested on the way by a cast iron bath which the removers had carelessly packed on top of it! Since arrival here it has sat patiently in the garage awaiting spares. At least it was for the first four years but by then I had acquired practically everything, except the hoodsticks and it now sits awaiting manpower!

Unfortunately for the 3½ other interests developed. A year after our arrival I saw a Rapier advertised in Bishops Stortford. I rang Len Thompson to make an offer, we agreed a price on the phone and I bought it blind sending a cheque that night! I had already found that you can lose a good thing by hanging around. I arranged with Len that I would pick it up in about a week's time and Elisabeth and I duly journeyed up in our old Cortina Estate. Len was a trifle surprised that I intended to drive it back. It had apparently only just emerged from a 10-year rebuild and had only been once around the block since! However in true Wilbur Gunn spirit we set off with Elisabeth driving behind in the Cortina to pick up the bits! It was February and cold. However we made steady headway and apart from losing a boot hinge and reverse gear on the way all was well! It really was a remarkable journey and says something for Rapier design or Len's rebuild, or both! The reverse gear was soon sorted out when I learned more about E.N.V. boxes and after some initial titivation the little beauty has behaved very well since, and is still my only roadworthy Lagonda.

The virus was still very active and one day in the remote depths of darkest Devon in a country garage we saw what I now know (thanks to the "bible") to be a T.6 body drooping disconsolately over a couple of 5 gallon oil drums. Further investigation disclosed biscuit tins, tea chests, cardboard boxes and general litter which once must have been a car. The proprietor described it as a "frustrated restoration" which he had picked up somewhere in even more remote lands on a hunting expedition west of the Tamar! The logbook proclaimed 1934 16/80 Lagonda but was it all there? After about a couple of hours working against a hastily prepared check list—1 crankshaft — yes; 6 rods — yes; 6 pistons — yes; one starter — yes; etc., etc., etc. I came to the conclusion—though I had never before seen a 16/80 that there must be enough there to justify opening negotiations. Money changed

hands and the scattered collection of bits arrived at my home on a lorry a week later. I made another check—just as well because the gearbox mounting cross-members, the headlight support frame, the twin copper petrol pipes from tank to bulkhead and one or two other odds and ends had been forgotten. All this was in August 1974. In November '74 I must confess to an act of gross infidelity: I was tempted and beguiled by a big beautiful portable Palladian Pavilion. Well, it was big but not beautiful when we saw it. Dull black and peeling all over with the dreaded aluminium oxide trickling down its sides like discharge from a thousand sores. We gave it a home and it claimed priority, the work against corrosion had to start at once. The details of this restoration have no place here, suffice to say it came together again in beautiful two tone blue in

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time to glide up to Windsor for the R.R.E.C. Jubilee Rally where it met up again with some 850 compatriots.

16/80 activity then started; first the engine. The shaft had to be ground and new bearings cast and bored. The bores were not bad and I settled for new rings. Two rockers had been repaired by brazing, this seemed rather dangerous but the ever helpful Ivan came up with some replacements. The camshaft must have been a Crossley original as it had no tachometer take off at the rear and again Ivan was able to supply a correct one. Steadily the engine came together and now sits in the chassis all polished and shiny but it has not yet been fired! Can anyone tell the story of the sprocket on the drive for the dynamo/magneto shaft. Every other tooth was machined off and I was going to get another one made with all teeth present. I happened to mention this to Ivan and he said that Lagonda fitted them in that way though he could not now recall the reason? It saved me the expense of a new sprocket but leaves a mystery. I am currently busy with the coachwork which was in remarkably good trim generally. Just a little ashwork at the rear and a new 6" "skirt" to be welded on all round to replace the lacy rusty "hem" which had developed. Now the undercoats are just about finished and I look forward to starting the colour next week (the inevitable green!) I came across a source of relatively cheap hides which alas has now dried up (they did not fall off the back of a lorry either!) so I have laid in stock for all the Lagondas. It is natural colour so instead of trying to dye it green I'm going to do the trim with it as it is, together with a beige hood it should all match quite well, I hope! When I stripped the door facing off the nearside door I made an interesting discovery or rather three: first an R.A.C. key—very useful for an impoverished gent who has not joined! Two: an interesting little card from Dunlop Service dated 4/6/35 signed by one E. Hall interviewer and stating that the tyre pressures for the 5.50×18s fitted should be front 30, rear 32, the voice of authority from the past! It also declares that "the latest development in tyres is the Dunlop '90". The last item was a small square paper envelope, in two tone mauve, empty, but I'm informed on good authority, it formed an essential part of the Lagonda owners tool-kit in the past and is not altogether superseded even now!

The story goes on; there is yet more! In March '78 a friend of a friend or to be exact: the boss of a neighbour which may not of course be the same thing, moved from Taunton to Staffordshire. So what? Well, the "so what" is that this gentleman had had an even more serious attack of the malaise than I and was faced with moving some 16 old cars away! Fortunately for me (I think) he did not have enough room at his new place for all the fleet, he could only accommodate some five cars so the rest were to be sold off. It turned out that most were post war and not of much interest but Elisabeth fell for a 1935 A7 Open Road Tourer, original but sad, and I fell for a part-restored 1935 M.45 Tourer with special coachwork. "Special"? Well, home made I suspect by not the most experienced amateur but I think just acceptable. The deed was done and we towed the Austin home. The M.45 came later on a low loader. The state of the art with this one? Well, it was, when bought, cleaned and painted and is really a restored rolling chassis. The engine has the crank and flywheel in but not much else, all the boxes and boxes of bits are beautifully cleaned, painted and re-chromed (the bits, not the boxes!). It only requires manpower to put it together. The reason all the bits were so clean was that this chap had his own sandblaster which I acquired as part of the deal.

Since its arrival the M.45 has joined with my 3½ in the queue. That is a good question, when the 16/80 rolls out—this summer I hope—which of the others should be next? The A7 by the way, I fitted in somehow between other jobs and it gave great fun in the summer of '78. Recently I discovered a trimmer nearby who has just started his own business and he has trimmed out the A7; it now looks superb and I intend getting him to do the Lagondas for me, otherwise I'll be wearing a wooden overcoat before they are finished!

I would like to conclude with a question: I have not yet filled the 16/80 E.N.V. 110 gearbox with oil and the thought has occurred to me that gearbox drag on this type of box could perhaps be reduced by using a very thin oil. Can anyone advise whether 10/40 Silcoline Permavisco or Automatic Transmission Fluid can be used?

DOUGLAS BROWN,
Teignmouth, South Devon.

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Letters to the Editor

The following letter was sent on behalf of the Club to the Minister of Transport by Arnold Davey on this controversial proposal.

Vehicle Excise Duty—Tax on Possession

Dear Sir—This Club exists to further the interests of owners of Lagonda cars and the following observations are our response to the above discussion document.

While recognising and applauding the Department's wishes to reduce vehicle tax evasion, we feel that the proposed method of tax on possession is too inflexible and because of its inflexibility, is unfair to car enthusiasts. The simplicity of collection has obvious attractions but it shouldn't be allowed to obscure the general principle of the tax being one of use. After all, it would be very simple and cheap to collect income tax by charging everyone the same, but hardly fair.

For the average owner, the proposed change will make little difference, for his car is always in use and licensed. But many car enthusiasts own several cars, not all of which are on the road at once. In the vintage car world, and this Club is largely concerned with vintage cars, rebuilds habitually take several years, and even when complete the car may only be used in the summer months. In fact, we would say that it is rare for a pre-war Lagonda to be licensed for a whole year, and the same applies to most other pre-war cars and to the "classic" makes of post war ones.

Paragraphs 15 and 16 of the discussion document offer a possible solution, but are of little encouragement to owners of post-war classics, who would have either to lay the car up for a year or licence it for a year. It is suggested that a six month licence option would be much fairer, allowing a car to be used in the summer only, as at present.

One or two special problems come to mind which are not covered in the document.

i. Cars from pre-war are still being discovered in barns, unused for upwards of 30 years. Quite frequently the registration documents have been lost and the number plates too, on occasion. This Club, like other one-make clubs, assists the new owner in establishing the history of the car from factory records so that a new registration document can be

issued. There is no reason to suppose that these discoveries will cease in the future, but if the new system is brought in, will there not be a presumption of back tax owing for many years, from the inception of the system to the issue of the new registration?

ii. Some of our globe-trotting members take their cars with them overseas on tours of duty and bring them back again on their return. How will they be treated while abroad? It is easy to imagine the difficulties of negotiating a laying-up exemption at the right time from overseas.

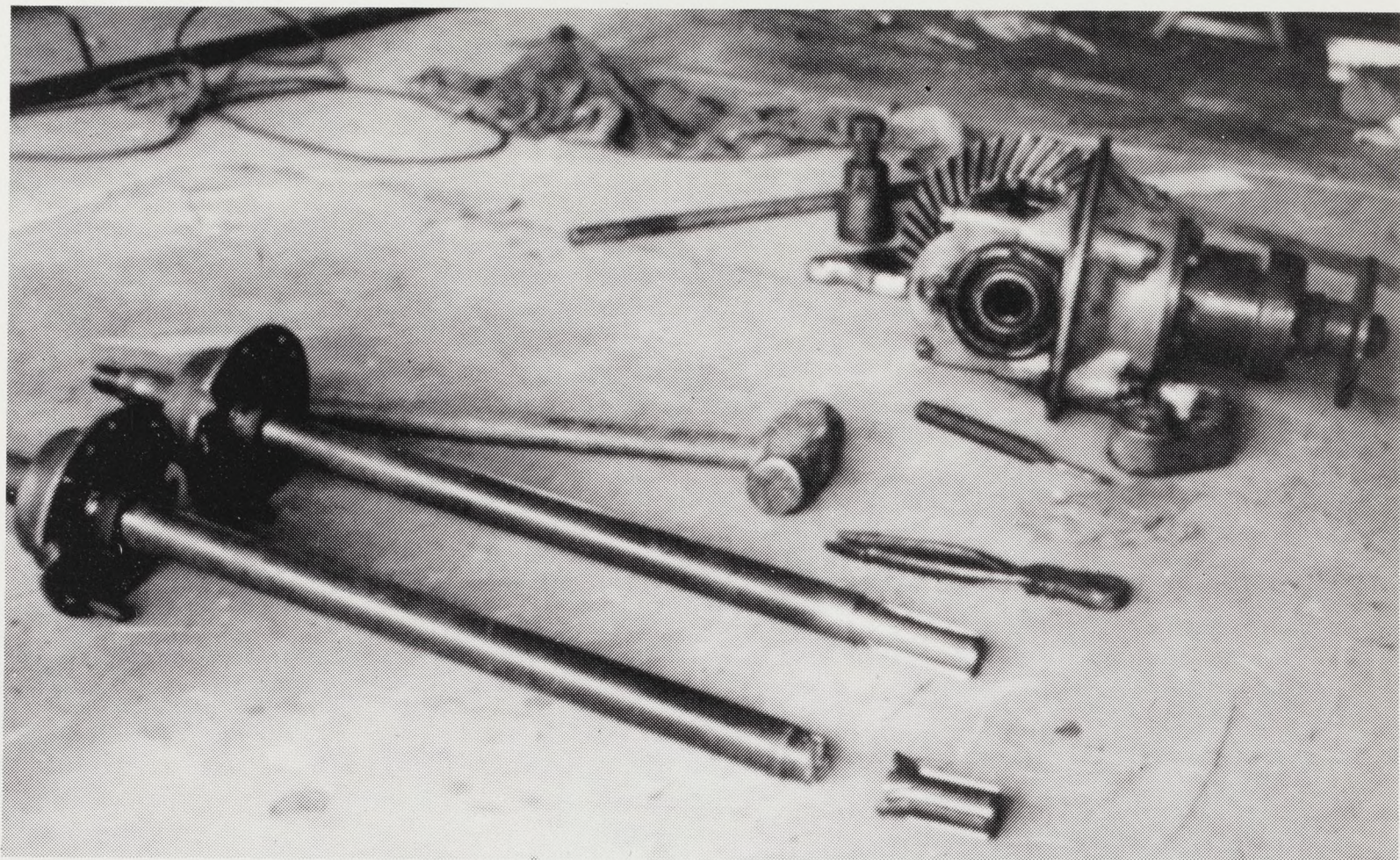
In conclusion, we feel that the proposed scheme can lead to unfairness to enthusiasts, who are by no means rich. The fairest way of enforcing excise duty is surely by adding it to the price of petrol, which is virtually unavoidable and would mean that the cost would be exactly in proportion with usage. There also appears to be a danger of creating, by over-rigid taxation policy, a black market of cars not on the computer records, changing hands at the bottom end of the market and never licensed.

ARNOLD DAVEY

Vice-President, Lagonda Club,
20th August 1980.

A Tale of a 16/80

Dear Sir—After five years, on and off you understand, the bits and pieces of 16/80 AXK 282 came together. During that time I had built up the engine with reground shaft and remetalled bearings, repainted the chassis and built up the axles and reassembled. I had the springs set up and I reconditioned the steering box. Most bright and shiny things were rechromed. I fitted the instrument panel on brackets and wired up the electrical system whilst the body was off. I welded a new 6 inch skirt all around the body where the "tin worm" had taken hold, but it was only necessary to renew a small amount of ash. I resprayed the body and retrimmed it in hide and Wilton carpet, except that as my machine would not take the thickness of the seats, I put that out to a local trimmer, having done all the cutting out and made up all the piping. The hood proved something of a challenge but is not too disappointing. I had to have new running board



sections made for the front wings as I am not proficient at two-way stretch, I mean bends!

Having purchased a pair of heavy duty 6-volt batteries at vast expense, the great day came to press that little button and await results. As the engine was very stiff, it would not turn over fast enough to fire. The only answer was to roll down the hill (good I live in Devon, there is always a hill!). This I did and let in the gear change pedal (282 has the pre-selector box) with 3rd selected. Great jolting and tyre skidding resulted—no start. Several more attempts—still no start. Back in the garage a re-check of the timing revealed that we can all make mistakes: it was miles out. I tried again and had lift off! After a short run I tried to engage 1st to creep back up my hill but alas I had no traction. The awful truth dawned: a half-shaft had gone, must have given up just as the motor fired. I enclose a picture to show the sad story.

After much frantic phoning around I was able to obtain one from Brian Horwood and would like to take this opportunity to thank him for his very efficient and kind help to a member in distress!

I was puzzled as to why the shaft should have gone when the pedal was slipped out as gently as possible in 3rd gear. I took the top off the box and found the cause. Although I had checked

the linkage earlier, I now found that, no matter where the selector lever was, **the box only gave neutral and 1st gear!** So when I thought I was engaging 3rd (as selected) I was in fact engaging 1st, hence the big snatches and eventual breaking of the half-shaft. The reason was that I had run my thick and furry carpet up the scuttle under the pedals and this thickness was just enough to stop the gear change pedal going down far enough to release the band fingers! A quick adjustment and all was well. (Other restorers take note—it is too expensive on half-shafts otherwise!) All now seems to be going well. I have some hot starting trouble and there is a tendency to overheat so I have fitted a second pair of blades to the fan and there is some improvement. I hope to be able to make it to the A.G.M. It will be my third A.G.M. since joining in 1970 and the first that I will be able to attend with a "proper" motor car.

DOUGLAS BROWN

Teignmouth, S. Devon.

Lagonda Insurance

Dear Sir—Apparently I did not express myself very clearly. I did not intend to suggest that the Lagonda Insurance Scheme should be altered to *subsidise* drivers under 25. I am too independent to wish Mr. Bush or any other member to pay for my son's insurance.

It was the Broker's unwillingness to suggest on excess premium to cover my son which disappointed me. Other Lloyd's Brokers were ready to quote competitive premiums, no doubt realising that I am a good insurance risk (Bank Manager, aged 47, living in Hampshire) and the car would be driven few miles during the year.

As far as my son is concerned, he has driven my 2-litre for no more than 200 miles and has now gone back to sea, so will not drive her again this year. Hardly a big risk.

COLIN BUGLER

Otterbourne, Hants.

The Club Badge

Dear Sir—About a year ago Alastair Innes Dick asked "What do other members think?" It was in relation to the Club badge. I felt fairly satisfied with mine, having read Peter Densham on its history. But now I, too, have noticed.

Eventually came the shock. Has it happened to others? The shock of sitting in one's Lagonda at an event when a spectator comes up mistaking it for a Ford. On seeing the hackles rise and the eyebrows glower he realises there must be something amiss and coming closer adds, "...by the badge as I came up. I can see now that it's a Lagonda. Ha?" There has certainly been a noticeable increase in the number of the other badges on the front of their cars, on the rear, in the ads, and on the agents. After all, their badges are similar in size, script, shape, and shade of blue to ours, and it's just that there are so many of them.

Their numbers are so much bigger than ours and so now I wholeheartedly associate myself with our former Treasurer and his suggestion. It is time we had a change.

ROY PATERSON

North Humberside.

Magnetos and Other 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, 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 problems solved via their local Bosch agent who will sent the offending item back to the "works" 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 stock of rebuilt magnetos—but not by post—by appointment only!

I would advise anyone with magneto problems or impending ditto to hurry—Mr. Edwards is not newly in 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 where) in the LH.45 mock spare wheel toolbox? Mine had been excellently rebuilt by Charles 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 there photographs—or memories—available?

GORDON WARRAN-SMITH (W.30)

Tunbridge Wells, Kent.

Sponsored Racing

Dear Sir—Over the years Lagondas have done well in the concours classes at V.S.C.C. Oulton Park, and it is good to know that yet again the Concours d'Elegance Trophy (sponsored by the magazine *Cheshire Life*) has been won with a Lagonda, this time by B. J. Green. Congratulations also on the standard of the other Lagondas presented.

However, apart from the dismal weather and unfortunate delays, my interest in the meeting evaporated somewhat when a quick perusal of the programme showed that only three Rapiers were entered and not a single 4½; a season or two ago this latter would have been unthinkable! As an enthusiastic supporter of club activities—albeit more recently as a spectator—I felt there was a lot missing.

It would have added a lot of personal interest if there had been just one of the large Lagondas racing. So, you may put my name down second

on the list, under Douglas Brown's, for the sponsoring proposal. I hope the Committee will find a lot of support for sponsoring a 4½-litre entry (they must be so much more expensive to race than the nippy thrifty Rapiers) at the V.S.C.C. and traditional B.D.C. meetings. We could organise, perhaps, a Northern or Scottish entry at Oulton, entries from the Midlands and the South for April and July Silverstones, and enter the most successful of the three at B.D.C. Silverstone and V.S.C.C. Cadwell.

If this comes to be I shall certainly feel closer to the action of the meeting and I believe many members would experience a similar increased involvement. And not primarily because they regard their Lagondas as a precious investment.

ROY PATERSON
Cottingham

A Former Member Rejoins

Dear Sir—I am a fairly recently rejoined former member, there having been some 23 years between selling one 2-litre and buying another! The magazines are of great interest to me and several items of interest have appeared bringing back happy memories.

I bought my first 2-litre in London in the early part of 1951 and within a matter of weeks I was transferred to Yorkshire by my firm. This did not please me at the time as I had been told that one crossed the border into Barbaria a few miles north of Hyde Park! There were, however, two items on the credit side as, having just joined the Club, I went armed with the name and address of Geoff Hibbert who lived within a mile of where I was eventually to set "digs". Secondly, in Sheffield, where I ended up, nothing, in the engineering line was impossible.

I had bought my car, APH 889, from another member who asked if I wanted to join the 2-litre register or the Lagonda Car Club—"What is the difference?" I asked. "Well, it is said that the Register members spend more time under their cars than in them, they are always dirty and drink quantities of ale—the Car Club members pay someone else to get under their cars, are always immaculate in cravats and drink gin at Sunday lunch meetings provided it is, of course, not raining! I knew my station and joined the Register!

You made mention of the 1950 A.G.M.—my first was at the Stonor Arms near Henley the

following year and there it was that I first met Ivan Forshaw. By that time, through Geoff Hibbert (who by coincidence now lives not far from here) I had been introduced to such stalwarts as John Vessey, Peter Densham and dear old Henry Coates. On our way back from that A.G.M., Henry, John Vessey, Geoff Hibbert and I stopped at the Whately Hall Hotel in Banbury for dinner. All of us other than Henry had only to go as far as Sheffield whereas he had to set back to Hull—at nine o'clock. I suggested that Henry would probably like us to hurry over the coffee—"No", he said, "I'm quite happy so long as I don't have to do more than 200 miles after dinner!" Stories of him are legion and I like the one of his changing the 2nd/3rd gears at midnight in a barn by hurricane lamp prior to setting off next morning on a rally! I had a hair-raising trip with him over the snow-clad Pennines in December 1951, getting back to Sheffield late on a Sunday night having arranged the Northern Christmas Party at Cottons Hotel, Knutsford—a report of which appears in the March '52 mag. And, he still had to drive on to Hull! One hundred people at that party which unfortunately I was unable to attend due to illness. A disappointment particularly as I had acquired and serviced the child's tricycle which was used for the driving on the ballroom floor! I seem to remember the "gents" and the "ladies" being renamed "Le Mans" and "La Womans", this was Vessey's idea!

Those Northern rallies at Bircotes airfield were great fun especially if one had arrived at the "Crown" in Bawtry in good time. I believe I'm right in saying that on one occasion Arthur Jeddere Fisher turned up in an 11.1 full of dogs followed closely by his wife in an 11.9 full of kids. And in those days wherever A.J-F. was, Hamish Moffat was not far off—what an incredible run that was of his across Africa.

It was after one of these occasions that we met up at the Bull i' Thorn Hotel at Hurdlow where Henry had the blower trouble he mentioned in his last article in the mag. In fact it was the first instalment of his "Wottle" series in No. 95 that enabled me to re-establish contact with him after 25 years—unknown to him he was describing my first 2-litre. "There was a 1933 registered car which looked like a 16/80 but had a 'high' front axle, 2-litre engine and pre-selector box." I never did trace the history of that car but my predecessor thought that some female had owned it and had the

Wilson box fitted. I sold it to a chap in the New Zealand navy and he intended taking it home on an aircraft carrier overhauling it on the way!—he was an Engineer Officer. I have an idea there was a change of place (or ownership) as I don't think it ever left the country. What a pity, when a chap takes so much trouble, that so many members don't bother to reply with details of their cars for the Register. I'd love to know where that car is but there was a strange coincidence. A matter of weeks after it left Sheffield I saw a Ford Zephyr reg. no. 889 APH.

Well, I now have a 1931 Low Chassis 2-litre which I bought as three piles of bits, most of which had spent years in the open—two engines stripped down and scattered around a shed earth floor much of which I gathered up with a shovel! After four years it is now on the road looking—to me—very presentable. Once more I'm amongst the oddities and how I wish Henry was here to comment—the backend of the body slopes down instead of up, rather like the 3-litre Selector Special and I have a boot! There is nothing to show that it has been altered and the present shape is confirmed by the owner in 1950 who bought it from that firm in Staines whose name I forget and who now no longer exist.

One day I might write the story of the rebuild in detail—possibly of some interest to others—it's one thing taking a car to bits and rebuilding but quite another starting from a load of rusty derelict rubble where you find five or three of something of which you should have four.

All the best—keep up the good work.

JOHN ANDERSON
Deal, Kent.

WANTED

Wanted for V.12, both S.U. carburettors in new or restorable condition. Good price offered. Tel: 01-554 8930 or write to A. D. Heard, 1 Beaufort Gardens, Cranbrook, Ilford, Essex IG1 3DB.

Desperately wanted. 2-litre engine either rebuilt or for rebuilding or spares to enable a 2-litre engine rebuild. Tony Toffolo (T.2), The Queen's Hotel, Torquay, S. Devon. Tel: (0803) 24324.

FOR SALE

For 2/3-litre. P100 Bullseye Headlamps, indistinguishable from new. Beautifully restored for the concours car. Two pairs, one with original lenses. R. D. Bush (B.35). Tel: 01-736 6052.

1952 Lagonda 2½-litre drophead coupé. Complete and runs. Needs restoring. Offers to K. W. Kohler (K.11). 6075 Oakwood Drive, Oakland-94611, California. Tel: 415-339-8112.

LG.45 1937 Saloon, sound mechanics, original hide, new headlining and carpets. Bodywork sound. Used as transport for many years. Circumstances force reluctant sale. Sensible offers to L. R. Simpson (S.13), 19 McIntyre Road, Stocksbridge, nr. Sheffield. Tel: 0742 882361, eßt. 253 Office).

1935 Lagonda 3½-litre Pillarless Saloon. Rechromed, resprayed, taxed, M.O.T. Excellent mechanically—Around £6000 but prefer exchange vintage/p.v.t. open sports possibly requiring work. Tel: Bolton (0204) 53325 after 7 p.m. (Club member).

1950 Light grey 2½-litre saloon. Present owner, a professional man, since 1951. 48,000 miles on clock. Replacement engine at approx. 24,000 miles by Lagondas. Stored six years due to owner's poor health. Very reasonable condition. Offers to J. Anderson (A.26), "Clear View", Deal Road, Worth, nr. Deal, Kent. Tel: Sandwich 613091.

Two 1951 Bentleys, one a Standard Steel and the other an aluminium Mulliner body. Both mechanically working but body on each requires work or removal with a view to building or buying a Special. Each car valued at less than £1000. I require the room so offers please to LLEWELLYN—Office Tel: 021-443 2333 or late evenings at 056 44 2722.



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