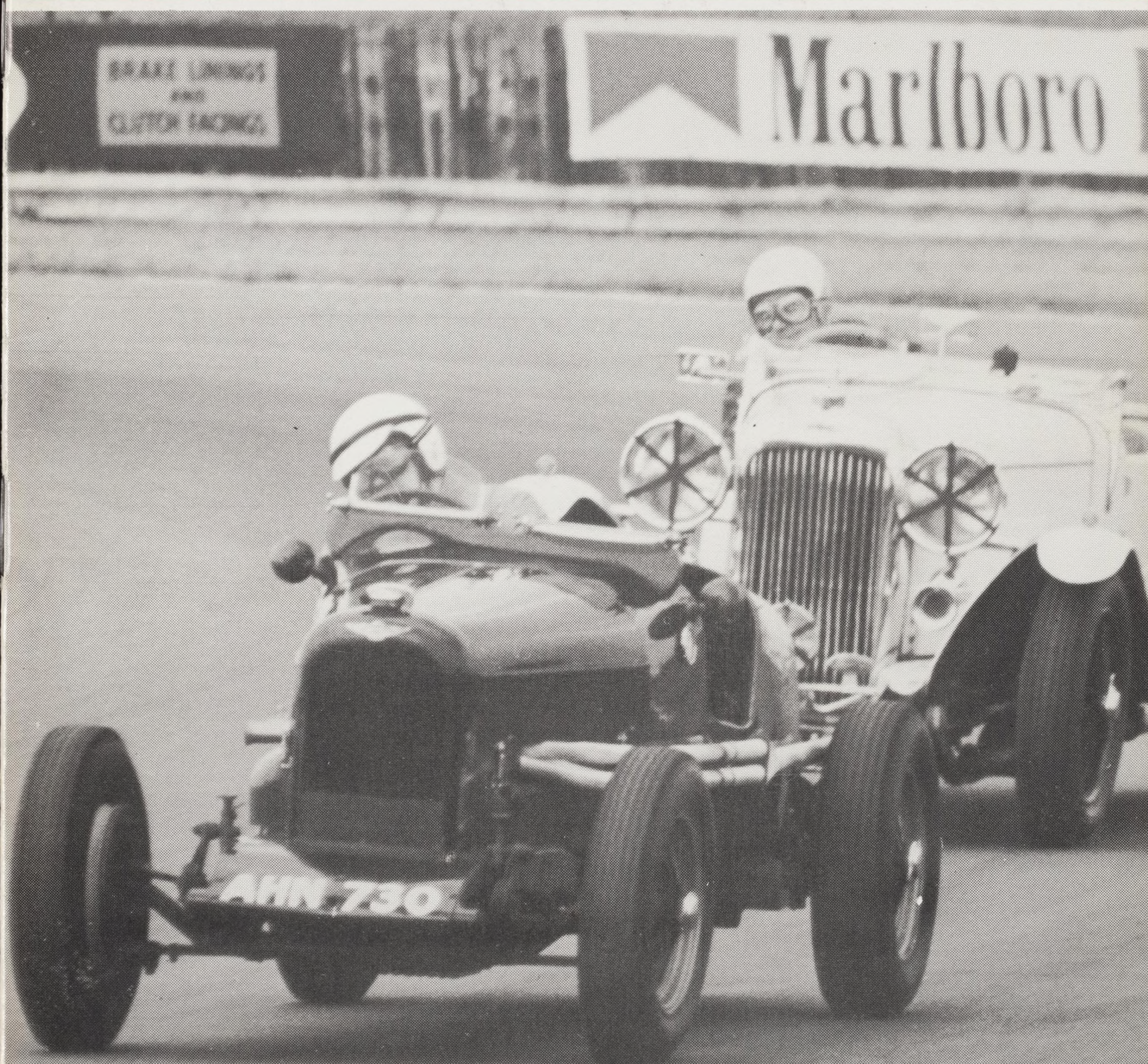




## THE MAGAZINE OF THE LAGONDA CLUB

Number 108

Winter 1980



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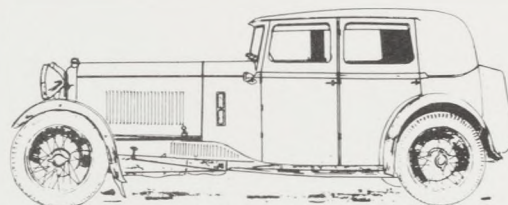
MAGAZINE

Issue No. 108

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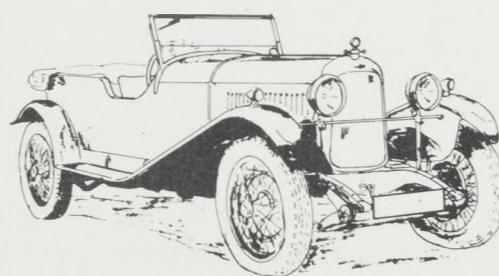
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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered.

FRONT COVER: BDC/Silverstone. James Crocker and David Hine battling it out at Copse Corner. *Photo: Harold Barker.*

# Out and About

THE SPARES situation is one aspect of the Club's affairs which has given your Committee a good many hours' discussion in recent weeks. A plan has been evolved which should meet with general approval. This is all explained in detail in the insert in this issue. A number of alternative plans were examined carefully before a decision was reached. Now it is up to you, the Club members to give the proposal your *full* support.

\* \* \* \*

Some members have queried what photographic material is best suited for reproduction in the Club magazine. I would *prefer* black and white glossy prints of a decent size, but accepting that most photographers use colour film nowadays, then could I ask that if it impossible or inconvenient for the photographer to get a black and white print made locally from his colour negative or transparency, then send it to me for processing. *But* it does cost the Club £5.00 to have a black and white print made from a *transparency* — something much less to work from a colour negative. So transparency slides are not really practical because of this cost. O.K?

\* \* \* \*

You may notice in this issue that I have had to raise the advertising rates for the magazine — £20.00 for a full page and pro rata for smaller spaces are the new rates. This, incidentally, is the first time the rates have been increased in the last twelve or so years.

The new charges will help towards the cost of printing the magazine and still represent jolly good value. Of course, advertisers need not necessarily be connected with motor cars — so any members who offer a service or a product should consider the Lagonda magazine.

\* \* \* \*

In response to the hand-out seeking views from Club members on the content of the magazine and Newsletter — several members commented that they would like to see more technical articles. Fine, but the problem is, who is going to write them? It is very difficult to persuade busy people to give up their time to write pieces for the magazine. If you feel

you do have some experience to contribute concerning your own car then I shall be pleased to hear from you.

\* \* \* \*

HERB SCHOFIELD writes to say:

"It has been obvious for some time that North West members are no longer interested in an evening Pub Meet. Attendances at West Towers, Marple have dwindled from about 15/20 two years ago down to 3/4 in October. It was obvious that a *change* was necessary. So, the Pub Meets are now held on the first Sunday each month at lunchtime. It was thought that as 90% of the club membership are probably found on licenced premises at this time the move should prove popular. The meetings will now be held at the 'Floating Light', nr. Marsden on the Lancs/W. Yorks border. The pub is out on top of the wild Pennines on the A62, halfway between Oldham and Huddersfield, and actually on the spot where the Penine Way crosses the road, so it would be convenient for members walking down from Scotland or up from Derbyshire!

Please make a note of this new meeting."

\* \* \* \*

*A Happy, if not prosperous,  
New Year to all our Readers!*

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Magazine binder (holds 12 issues)	2.00
Short history of the Lagonda	0.25
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# The Club AGM 1980



Admirers admiring!

Photo: Iain May

WITH THIS short account of the meeting itself are contrasting views of the Club's annual day which collectively give the flavour of what happens when we get together each year. For those members who do not normally attend or who have lapsed from previous attendance, can we urge you *all* to make a special effort to come to the AGM/Concours in 1981. It will very likely have a new location and its format slightly different to previous years. (More of this in the Spring magazine.) We can promise a most interesting day with the chance to renew acquaintances and talk about Lagon-das.

Some eighty or ninety people sat down in the meeting to be welcomed by our President James Crocker. Under the Chairmanship of Herb Schofield the various committee officials made their reports on their particular area of activity, or in some cases where members' apathy runs rife, non-activity. On the whole however, there was a feeling of optimism especially in the hardy Northern uplands regions on hearing of the very successful Northern factory tour. Bryan Hyett was doing sterl-

ing work gathering members' subscriptions, cajoling late payers, chastising non-payers and chivvying up dithering payers. A lengthy but somewhat inconclusive discussion took place on the Spares situation and members were reassured by their committee that steps were being taken to offer the Club a more widely based Spares organisation. Members will be informed on these developments in due course.

Members were also reassured by James Crocker (as Chairman of the H.V.J.C.C.) that suitable representations were being made to the Minister of Transport concerning the idea of the Government taxing vehicles on a possession basis.

So the meeting went on, touching on various points on the way before Ivan Forshaw brought the meeting to a close with the recounting of two of his "horror" stories on the dangers of being driven by a member in a car anxious to demonstrate a particular noise or handling characteristic — nearly with dire results to driver and passenger.

\* \* \* \*

## BURNHAM BEECHES 1980

THE MAN from Mars looked down on the autumn tints of the Berkshire countryside and watched the black creatures moving along routes amongst the trees. He sensed their puzzlement as they sought out their goal. Scanning and searching, they crissed and crossed until suddenly within sight or smell of some focal point they swarmed in a part circle around a green sward. The man from Mars zoomed in to identify the long black noses of the creatures, their protruding P100 eyes and the label 'Lagonda' on their polished snouts. Only after they had lined up side by side did the Martian discern other and tinier creatures emerging from the black ones and scampering to the warmth of a stone shelter labelled "Burnham Beeches Hotel". The annual meeting of the Lagonda club had begun.

On the ground the marshals saw the U.F.O. flit away and watched a Bentley trundle in. This Identified Motoring Object sat haughtily on the side-lines and consumed its sandwiches inside itself, thereby avoiding the wrath of the hotelier who abhors picnicking on his swards. Meanwhile, indoors the Lagonda club members found a new and splendid Bar, with chickens warm in their baskets, sausages sizzling on their sticks and beer about which even the Northern contingent did not complain.

In the afternoon sunshine dappled the scene and on his next orbit the man from Mars saw all the little coloured creatures crowding round the big black ones and the occasional albino. Some of the big black creatures had their mouths open so that by zooming in the Martian could see their insides, all bright and shiny and polished. Suddenly all but two of the little coloured creatures swarmed into the stone shelter, nudging and jostling for their places until the biggest of them hit a block with his new gavel and declared the A.G.M. open.

Meanwhile the man from Mars watched the big black creatures resting, while two little veterinary creatures went round to each one, probing and prodding and stroking the shiny muzzles in a search for the most elegant.

**DJW**

*UFO 2000  
Berkshire  
1980*

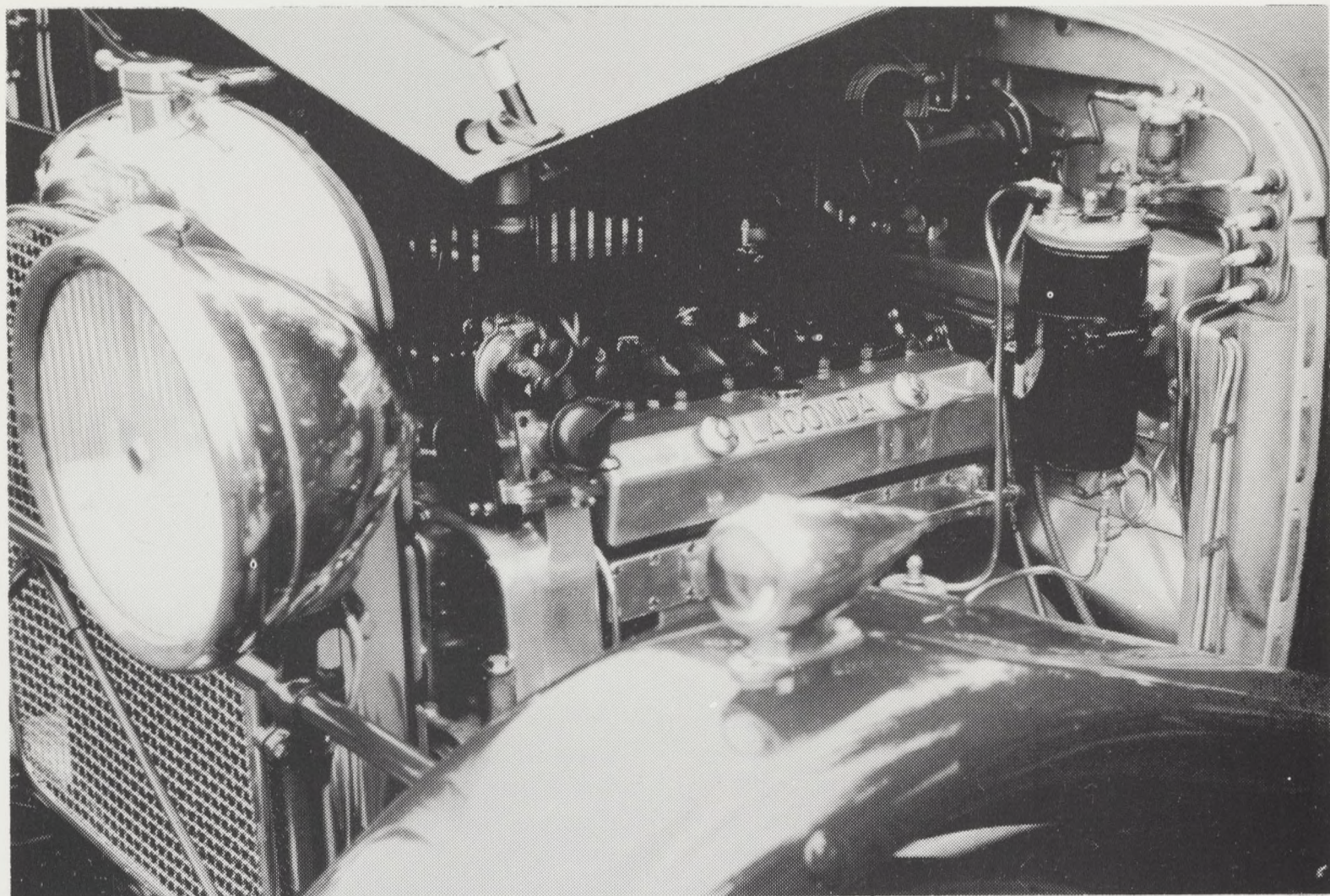
## THE CLUB CONCOURS d'ELEGANCE

AT THE unearthly time of 9 am (I never wake until the crack of noon) Barbara and I set out on our Pilgrimage southwards to the AGM. The grim appearance of the sky did nothing for my usual sunny outlook, memories of two very wet Finmere events are still too fresh in my mind and the prospect of another wet event was not appealing.

Arriving in the general area of Burnham we set ourselves, with as much stoicism as possible, to the daunting task of finding the blasted hotel. Every year, without fail, we have difficulty in finding the place. Whoever it was that chose it as a venue for the AGM must have a particularly warped mind. I reckon that it was his or her wish to see just how many of us would run out of petrol whilst scouring the countryside. Anyway, we did make it before the joint closed for the winter.

This year, I was down to help John Batt once again with the judging of the concours but poor old John goes and catches a nasty dose of the dreaded lurgy. Honestly, the lengths some people will go to get out of doing some work. Arnold Davey agreed to fill the breach (I wonder what inducement John used to persuade him). The agreement was to start at 2 o'clock with the preliminary examination and marking in the hopes of catching the "Bull Brigade" with their trousers down. However, Brown was too busy drinking to oblige. Now the problem with using the club's historian for events like this is that everybody wants to take up with him some very important and urgent matter pertaining to their pride and joy. "Well yes Arnold, I know that Lagonda's never fitted one to the 3½ litre, you said as much in the book, but I have one on my car and it has always been there". The upshot of all this, coupled with his determination to fill his belly meant that we got started about quarter to three.

The ploy that I had in mind to use for the marking was to deduct five marks from all those who did not offer me a clutch in their car. Unfortunately, the best laid plans of mice etc. nobody offered at all so that failed. I suspect Robbie had a little variation of her own that might have earned her a bonus of five marks but that hound of hers has the sort of expression on its face that invites caution. I wish it



Immaculate engine room.

*Photo: Iain May*

didn't look so hungry when it stares at me. The idea was that Arnold was to bring the Technical knowledge and I was to watch and learn from him how to tell whose turn it was to win. Arnold told me afterwards just how helpful comments like "I liked the blue one" really were. While I admit to some bias towards 3½ litres this was to some extent offset by a strong feeling of jealousy (his is working and mine bloomin' ain't).

We started the preliminary marking at one end of the parade and worked our way through to the other (is there another way?). First in the queue was Robbie's 3 litre. A splendid example of a properly used car, very well turned out and a credit to it's owner. When we turned to the next car, Roger Firth's LG we began to see the pitfalls in front of us. "Help" I said, "we can't find the winner as quick as this". Quickly moving on we made our way along the row of cars, all the time wishing we had not marked so and so's car as high as we had. I don't intend to tell you what all the qualifying marks were because Barbara thinks that I am still an important part of our family's management team and to disclose everything might bring about a vacancy.

The DB's were the easiest to judge, there were only two of them after all. So, I thought, this judging game is a piece of cake, I will be an expert in no time. Ah well' we all learn. The definition of an expert is well known; "Ex" meaning a has been and "Spert" being a drip under pressure. We gave the award for DB cars to J. Lancaster for his 3 litre DBS. A nicely turned out car and it would fit my garage nicely.

For a while it did look as if we would need recourse to Solomon's judgement for the premier award. Just having had the trophies revalued we thought that Duncan Westall would take a dim view of us attacking this one

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with a hacksaw. The main contenders were Firth's LG, Green's 2 litre speed model, and Whenman's lovely 2 litre. Firth's LG is truly magnificent and the 2 litres are almost twins. We were reduced to trying to find something wrong with them in an effort to eliminate two of them. Finally we plumped for Green's 2 litre, right or wrong, our minds were made up. It did make it easier to sort out the rest of the awards though.

Roger Firth walked off with the first award for the heavy metal class (I am sure I deserve that car more than he does) with Richard Hare's LG45 second. Mention must be made here of BPE 292. What a splendid car. You didn't win mate but never mind. Only three other cars scored as high as you in the condition overall section. Remember, the score that counts is an aggregate of three sections: 1. Condition overall. 2. Use. 3. Presentation/originality.

We left the 2 litres until last as they did look a bit dicey. Mind you, some of the 4½ owners look a bit threatening with their sleeves rolled up when they confront a concours judge who is looking at their car. Right rough lot they are.

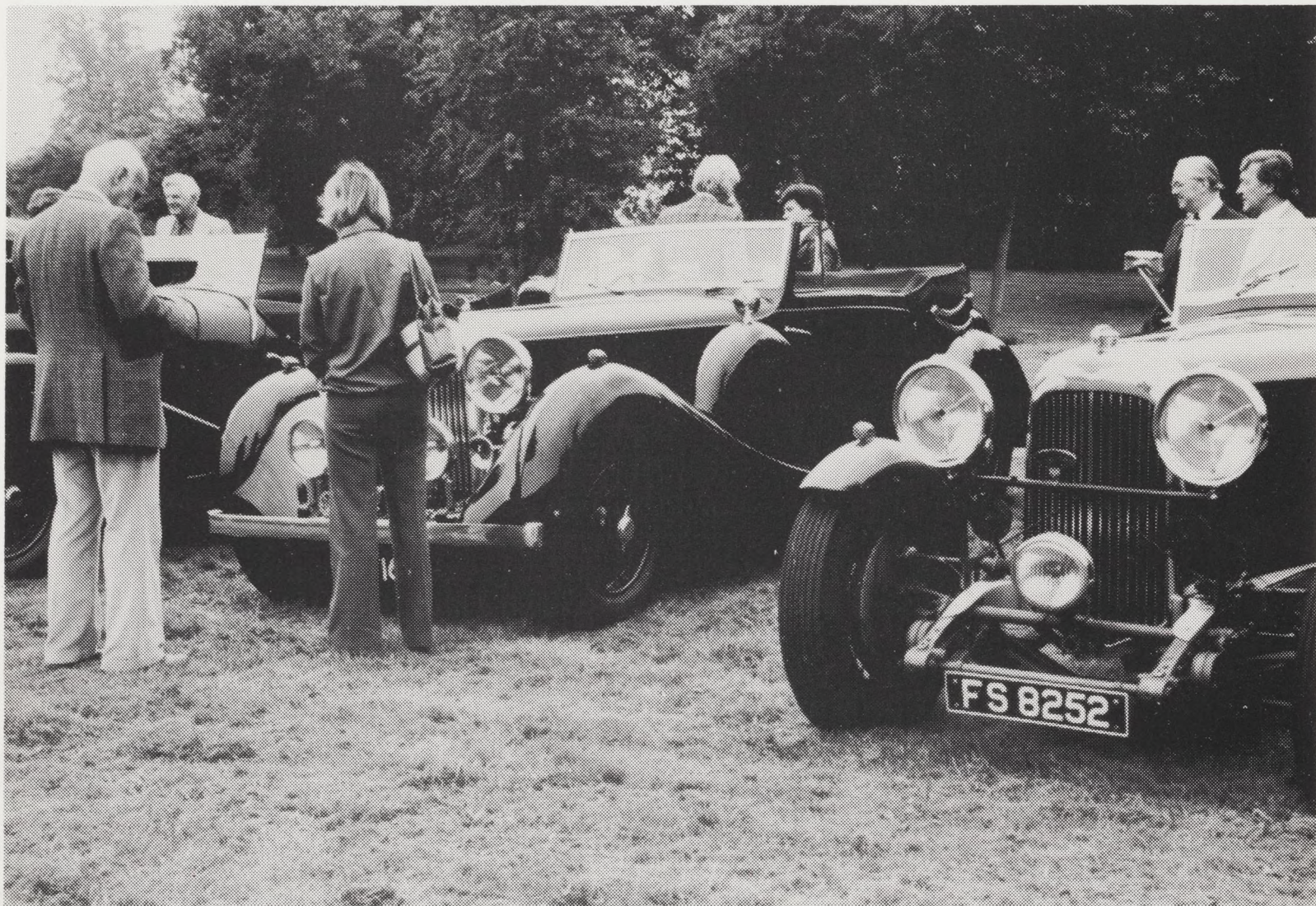
I think I prefer Rapier owners, their grovelling is much more to my taste. Back to the 2 litres, having eliminated Green by palming him off with the Premier award, argument against Peter Whenman disappeared so that he came first with Alec Downie a very well deserved second.

Awarding plaques enabled us to effect our escape without too many scars on our consciences and these went to Robbie Hewitt for her excellent and much seen 3 litre, Cook's 2 litre, an M45 tourer reg BGW 254 which, according to my register belongs to R. J. Grindell and the aforementioned BPE 292 which again according to my register, belongs to R. R. Cooke. (Why didn't you bring your 3½ as well).

We staggered into the meeting just before the end and in time to hear Herb muttering that it didn't look as though the results of the concours would be ready. The nerve of the fellow.

To round off, the rain that had threatened all day finally fell while we were inside but it proves that Mother Nature must be a Lagonda Owner to have kept it off our heads for as long as she did.

BRYAN HYETT



Part of the line-up.

Photo: Iain May

# *A Reflection of Past Glory*

## *Local Buffs Shine at Burnham Beeches*

YOU CAN forget the image of a Lagonda owner as suave, elegant and probably very rich. True, it does seem to fit some inhabitants of Earls Court and the borough who live in charming mews houses and drive to the country in beautiful classic open tourers at the weekend.

But the fact is that Lagonda enthusiasts are more likely to be hot, covered in oil or paint, and **absolute non-starters in the idle rich stakes.**

Robby Hewitt, ex-photographer and local Lagonda lover, saw her first in a barn when she was visiting a friend. Twelve years later that same car, a 1932 four-seater three-litre tourer, is almost as good as new in spanking black and green.

She restored it herself, bringing the upholstery and bodywork up to standard, and has driven it as far as the South of France on regular occasions with little mechanical trouble.

That was her first Lagonda — and now her cars are constantly in demand. This one starred recently in TV's *Edward and Mrs. Simpson*.

Robby finds the assumption that Lagonda owners are wealthy because the cars must be so valuable very irritating. 'They aren't for sale, so they don't have a value,' she said. 'Most enthusiasts snapped up their cars for a small amount and have put hours of work into them.'

These cars are not museum pieces. They are working cars — taxed and MOT'd, and used for day-to-day transport.

Though of course they do come in handy for special occasions. One friend of Robby's was driven to her wedding in the black and green three-litre.

'It was ever so funny,' she said. 'Robby was driving, in a lovely picture hat. But she pulled her skirt up to her waist so it wouldn't crease before we got to church.'

'My seventy-year-old father didn't know where to look!'

Our local Lagonda owners have faced two threats recently, as Alan Geggus, who often drives Robby's 1934 4.5 litre sports Lagonda, explained.

'This new tax they proposed on possessions would have made life very difficult for some of the enthusiasts, who got their cars for hardly

anything and did them up,' he said.

'Fortunately the Transport Minister is an old car enthusiast himself, and the new act isn't going to apply to second-hand cars made before 1940.'

The second threat will be more difficult to overcome. All over the borough, garages are being converted to downstairs rooms for mews houses.

That may be good news for would-be residents, but it was a blow for Roland Morgan who had to move his 1930 two-litre Lagonda out at short notice.

But our Earls Court enthusiasts put their problems behind them when they met for the annual Lagonda Concours at the Burnham Beeches Hotel near Slough.

Roland hitched a lift with Robby and Toro, the Dobermann who looks after security, in the black and green tourer. Alan drove the red sports to the meeting.

The Concours is the Lagonda Club's annual meeting. Cars of all descriptions were gathered in the hotel grounds. Cars built before 1905 are classed as veteran. From 1905 till 1919 they are Edwardian.

From 1919 till 1930 they are vintage. Later than that, some very special cars — including most Lagondas — rate the Post-Vintage Thoroughbred classification.

Alan stopped to admire a 1928 two-litre tourer, whose owner Alec Downie lives in Weybridge.

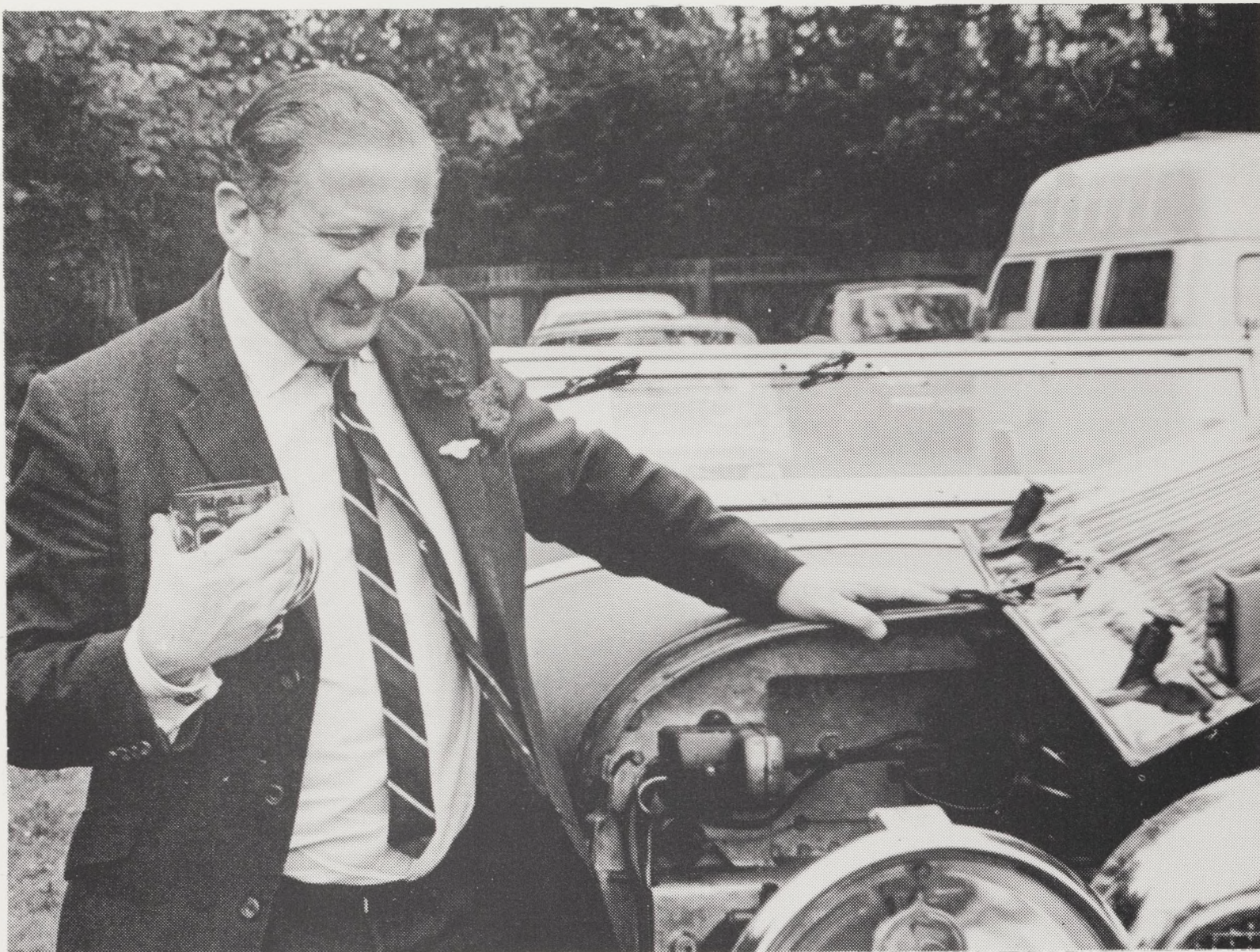
It had one careful owner from 1930 to 1977, when it was nearly completely destroyed in a barn fire. Alec was displaying a photo of the rubble he had bought in 1977, to compare with the car he was displaying for the first time in its restored state.

'What on earth did you do,' Alan asked, 'go through the ashes searching for bits of radiator?'

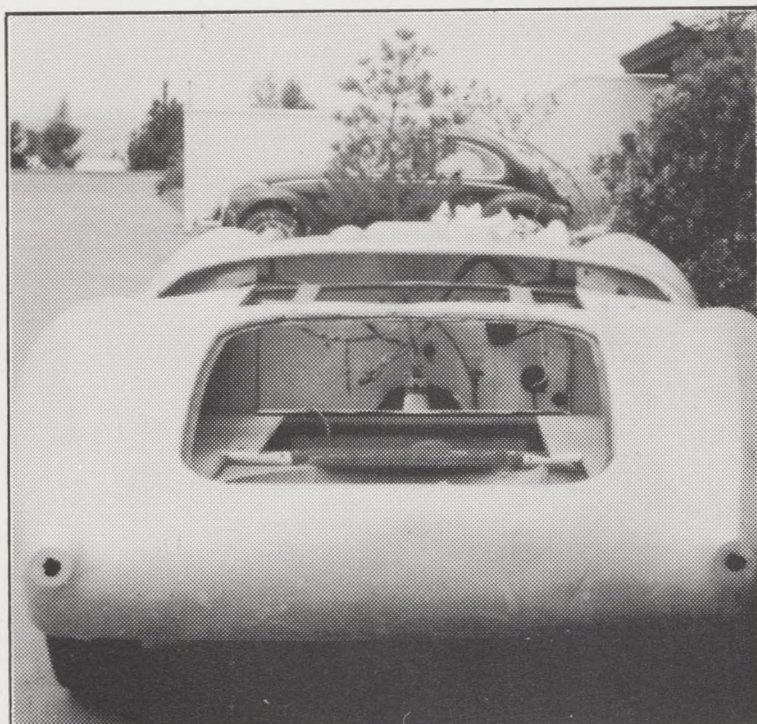
In fact that's exactly what Alec had done. He collected twisted remnants in tea chests, ready to piece them back together.

It doesn't seem easy to get rid of a Lagonda once you've brought it back to life.

Not for a lack of prospective buyers — it's just that they seem to get a hold on the affections.



Roland Morgan wishes that he could have brought his 2-litre.



A Mystery Lagonda ... it has a V12 engine. Read George C. Chilberg's account of it in the Spring Magazine.

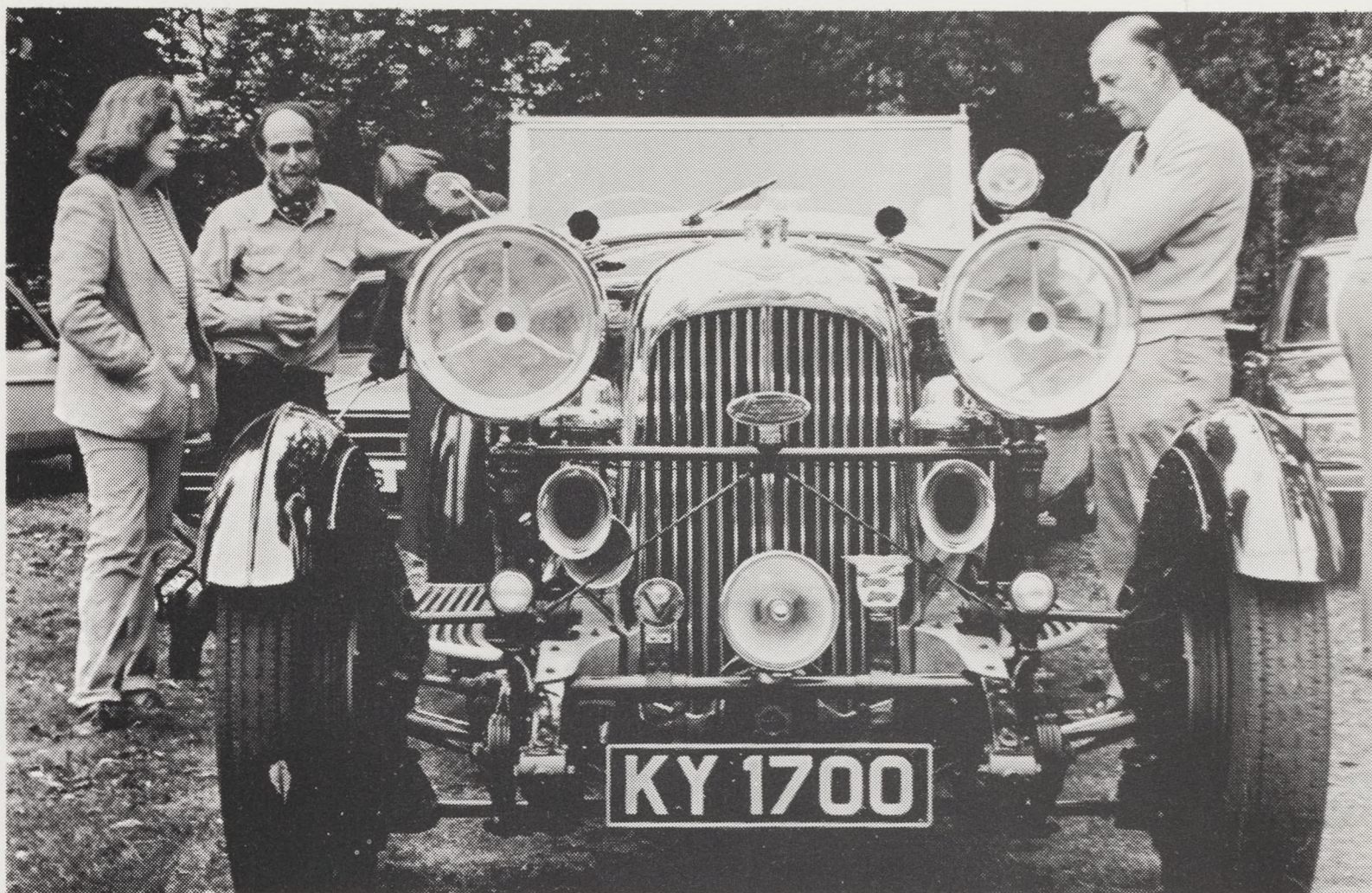
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Robby Hewitt's ex-Vokes 3-litre.



Toro looking after security.

Robby's tourer used to belong to Cecil Vokes, who developed a special type of filter. In fact it was a running test for the Vokes filter.

He had six Lagondas, and it was always said that the black and green was his favourite.

But the red sports has a more glamorous history. It was the Fox and Nichol Lagonda team car in 1934, one of only three constructed for the Irish Tourist Trophy race.

It was driven by John Cobb, and the following year was entered for Le Mans with one of the other team cars. There it was driven by Dr Benjafield and Sir Ronald Gunter, scraping in 13th after bad gear box trouble. But the sister car won outright.

And even today, it still takes to the track for racing at Silverstone.

But its the hard graft and oil-stained hands of enthusiasts like our three local Lagonda nuts that keeps them there.

*Report: Susan Edwards*

*Photos: Stuart Payne*

Reprinted by kind permission from the *Earl's Court Times*

# *The Brooklands Reunion 1980*

TWENTY MINUTES down the line from Waterloo beside the old London and South Western Railway is a magnificent yet in some ways sad sight — the old Brooklands Motor Course. Created by the energy and enthusiasm of one man, H. F. Locke King seventy four years ago, the track last raced over in 1939 used to look totally derelict. But every year the hard work carried out by a stalwart band of Brooklands Society members bears fruit and more and more of the old circuit becomes visible.

The annual Brooklands reunion must be the most enjoyable event of the vintage season, where one can relive the carefree atmosphere of pre-war days and sample the nostalgia. Even the weather was kind this year, and June 29th saw a vast gathering of typical Brooklands cars and motorcycles, together with many former Brooklands personalities.

The old test hill is still intact and its 1 in 4 gradient was used for a stop and restart test during the mornings events. In the afternoon, entrants were able to take part in speed runs on a portion of the Byfleet banking, incredibly bumpy now, but we gained a good impression of what it must have been like to race on the old circuit.

Lagondas were well represented and a newly restored car was David Dunn's magnificent Fox and Nichol team car. This is the actual car which covered 104.4 miles in one hour driven by Alan Hess in 1937, and Alan was present to drive the car on the Byfleet banking run. Robbie Hewitt's M45 is the car which came 13th in the 1935 Le Mans, the outright winner of course being John Hindmarsh in the sister team car, giving Lagonda its greatest claim to fame. An honoured guest at the reunion was Mrs Violet Hindmarsh, a sprightly seventy-eight year old who always regrets that she was not at Le Mans to witness her husband's victory. She was a successful Brookland's competitor in her own right and as Miss Violet Cordery her achievements included winning with a 2.7 litre Invicta in the July 1927 meeting.

3 litre owner Mike Edmondson, was present although without Lagonda. In August 1939 he competed with an MG in the very last race meeting to be held at the course. His father drove one of the 2 litre team cars in the 1929 Brooklands double twelve.

The remaining Lagonda entries were the 2 litres of Alec Downie, A. E. Barrett, Derek Green and my own car, and member Stephen Weld had his Crossley — the same engine being used in the 16/80.

The Brooklands exhibition in the Campbell sheds was fascinating and the clubhouse, which became Dr. Barnes Wallace's design office during the war, still has examples of his blockbuster and grand slam bombs standing outside.

It was a memorable day in the June sunshine. The nostalgia would have been complete if Number 850, Lord Nelson, at the head of the Atlantic Coast Express still ran along the embankment beyond the Railway Straight.

ALAN ELLIOTT



Mrs John Hindmarsh and Robby chat. Photo: Alan Elliott

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THE EDITOR PLEASE.

# Prescott

## August 1980

AFTER SEVERAL wet years, fine weather enabled the Vintage Sports Car Club's Prescott Hill Climb to revert to its traditional and friendly garden party atmosphere. The hill had been resurfaced and times were considerably improved on previous years. Most drivers decided this was due to the new surface rather than they or their machines maturing with age. However, your reporter realises that neither he nor his machine is maturing since his times' were slower!

Nine Lagondas were included in the entry list which as usual was oversubscribed. First to essay the course was Nickalls in his fast Rapier. For some reason his time was not recorded on the first run and his next run commenced even faster but resulted in gyrations at Pardon harpin.

Two-litre engined Lagondas fall unfortunately in the middle of the 1.5 to 3 litre sports car class. This fact coupled with their great weight must make them one of the most

unsuitable vehicles for a hill-climb competition, although they are unsurpassed as economical and comfortable touring vehicles. Sage proved once again that a 16/80, albeit with the advantage of a preselector box, was faster up the hill than either Woollard's high chassis 2 litre or your scribe's low chassis 2 litre.

The heavier metal was represented by Campbell's 4½ special and Robbie Hewitt's Le Mans car driven by Motor Sport's continental correspondent, Denis Jenkinson.

The racing car classes had Evans and McCall in Rapier specials, and Heskins in a bored-out 1490 ccs. Rapier.

I am unable to report any awards amongst the Lagonda entries, but who cares. Most of us have been entering for years just for the joy of participating. How about more Lagonda support in the coming year? But enter early as soon as the regulations are published or you will be disappointed.

A. T. ELLIOTT

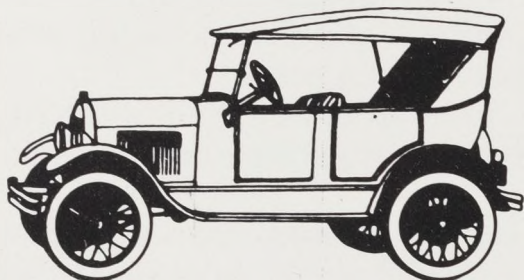
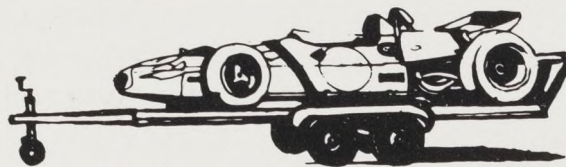


Alan Elliott does think of things other than Club finance!

# Classic Car Insurance

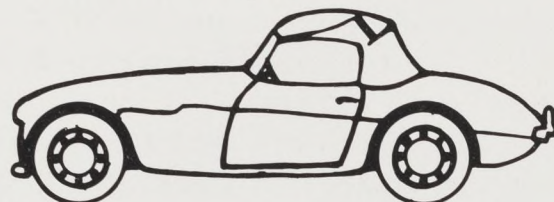
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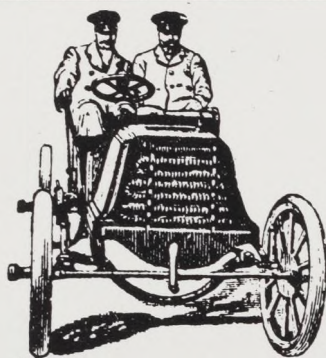


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# Hull & East Riding Members' Notes

THE USUAL penman has had cramp in his arm for many months, but other members have not been idle; indeed, we H & E R members like to think we are above average in our motoring activities, especially with a few VSCC adherents swelling our ranks. Regrettably, pure Lagonda Club events are few and far between, but we have severally supported the Vintage events at Donnington, the Northern Social Run, Eastern Rally, and Lakeland Trial, plus their regular Third Thursdays at the Coach and Horses, Rillington near Malton (1:50 000 Map Ref 100/853744), in addition to our own First Wednesdays at Cave Castle (1:50 000 Map Ref 106/917311), the source of most of these notes.

On the incidental front is the case of certain members wanting to buy their favourite morning paper during their return from a remote part of the Lake District after a summer holiday. Village store after village store were tried, all unsuccessfully. Then in Sedbergh they spotted a place that was half stationer and half cafe. Still no paper, but a birthday card in the window caught the eye.

"I'd like a card from the window please, the card with the old car on."

## 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**

**338 Bleasdale Road, Mossley Hill  
Liverpool L18 5JB.**

**Phone: 051-734 0089  
early evening.**

"Yes, sir, it's the only one I have like that. It's a Lagonda."

"That's why I want it, because I have a Lagonda."

"My husband had one – we were abroad for years – but his was a 4½ litre. This on the card is a smaller one."

"Mine's a 4½ too, but I have a friend with a 2 litre . . . . ."

The lady in the shop said theirs was given to the Lagonda Club when her husband decided to buy a B- - - -y, but that was years ago.

Meanwhile the place was seething with customers, so the conversation had to be curtailed. There was no name over the shop, and two local pedestrians did not know whose it was. Perhaps if any reader, passing when it is not a busy holiday weekend, feels the need of refreshment in Sedbergh, another interesting Lagonda story will be revealed. And incidentally the card-buyer had no idea when Ken's birthday was, but a discreet enquiry in the appropriate quarter elicited that it was just a few days later.

For VSCC events it is useful to have in the car relevant maps and also reference books, e.g. our Register of Members, their counterpart, and such as all the Pre-War Bentleys. We had our reps at Donington. Apart from the racing it was noted that in the car parks James Woolard's 2-litre was parked – not, as is customary, next to another 2-litre – but next to an even older 3-litre looking raffish and spartan but with very dull finish and painted radiator. A TT Bentley. The reference book showed that it had been bought new in 1925 by a Viscount Curzon. Later, it transpired that it is now owned by Jeff Ody. So that's why he has recently been advertising numerous Lagonda spares! Arrangements were confirmed at this chance meeting that he would take some to the AGM the following weekend so that they could conveniently be transported on to the North-East for one of our members in need, and a day or two after that Jeff was bound for the Far East.

Most of our local members have previously been to the Lagonda AGM a time or two; this year the Patersons remedied their deficiency. They found it all most interesting. They did not find Jeff though, and they'd been asked to

convey the spares; he'd flown off to Africa very suddenly. Leaving early because they had to be back in a hurry in their French GS, Roy and Enid caught up three or four times with an M45 tourer, but never managed to pass. They'll remember for a long time how competently its driver (presumably R. J. Grindell returning to Suffolk) closely clipped the corners while pressing on behind hardworking wipers. Nor will they forget the very impressive sight, shortly after leaving the Burnham Beeches, of a bearded driver hustling in the opposite direction in a great cloud of spray and a 3-litre open tourer. They wonder whether this was Martin Holloway on his way to the AGM but about five hours late. Statistically their distance back to base north of the Humber was 222.2 miles.

The Vintage Club's Northern Social Run was organised as usual by their Bridget Laycock, and finished right in our home territory. Unfortunately there was a clash of dates and only two Lagondas made it; Ken Pape in his 2-litre navigated by George Laycock aged about ten and coping very well, and Don Hoggard and crew in his 3½ litre, now fully upholstered and professionally at that, after some collusion with the Northern Lagonda Factory. The run started at Ryther, West Yorkshire, from the Woodman Inn (recommended), and finished at the home of Bill Hawcroft in Walkington, East Yorks. Bill is a regular supporter of our local pub meets and also a member of the VSCC and the Riley Register. Moreover his son took over an ex-Monte Carlo Rally Lagonda some years ago, and then found himself a job miles away and never joined us. Some distance from the finish of the run and the prom-

ised buffet generously laid on by Bill and his wife, the Lagondas caught up with a string of earlier starters, and with no hope of overtaking because of the twisty narrow lanes they forced to proceed at a positively funeral pace. They found out why on arriving at Walkington. Hawcroft Minor was in front in a more recently acquired massive Rolls-Royce even larger than that of "ballroom proportions" belonging to Brian D-B. And yes, the former's is a hearse. John Beardow would have had something to say about that, but he and Jean were away on a family commitment. The Norths were involved with a modern rally. If Ken had not been concentrating so much on reaching the Woodman in good time for his run, he might easily have found himself among the modern rally boys in one of their service areas marshalled by Paterson.

Ian and Mary North did participate in the Vintage Eastern Rally, Mary the driving force and Ian the planning, plotting, map-reading and horological. They helped each other to a First Class Award. That should have boosted Ian's ego just before the RAC Rally . . . and just after reading the official Sandtoft results!

November was hectic. VSCC Show at Shef-

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field on the Tuesday, when we met J.F. Harris, followed by the regular First Wednesday meeting at Cave Castle, and then the VSCC Lakeland Trial. We were well represented in the Lake District both marshalling and spectatorwise, but there was only one Lagonda entered. That was the Irish Rapier, by the aforementioned Harris. We also admired David Hine's smart M45 saloon and Roy Hatfield's recently imported Californian LG6R drophead. The latter had been overtaken in pouring rain the night before (P 100's alas not as efficient as they look), but you may have seen something about this car some other time (Magazine No. 73?)

Finally, John Beardow is doing a magnificent job organising the HERMES Christmas Dinner. How he persuaded Trust House Forte to let Lagonda diners stay overnight for half-price we shall never know. The car-parking is absolutely free.

A Happy New Year to all our readers, and merry times with the Lagondas.

\* \* \*

**An interesting V12 long wheel base Landaulette by H. J. Mulliner with seating for seven. Registered June 1938. See under For Sale on p.21. Photo: Jane Miller.**

## PUB MEETS

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### *WEST HOME COUNTIES:*

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### *WESTERN REGION:*

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Contact Patron Barbara Wittridge for details.

*MANCHESTER:* Contact Herb Schofield for details.

### *MIDLANDS:*

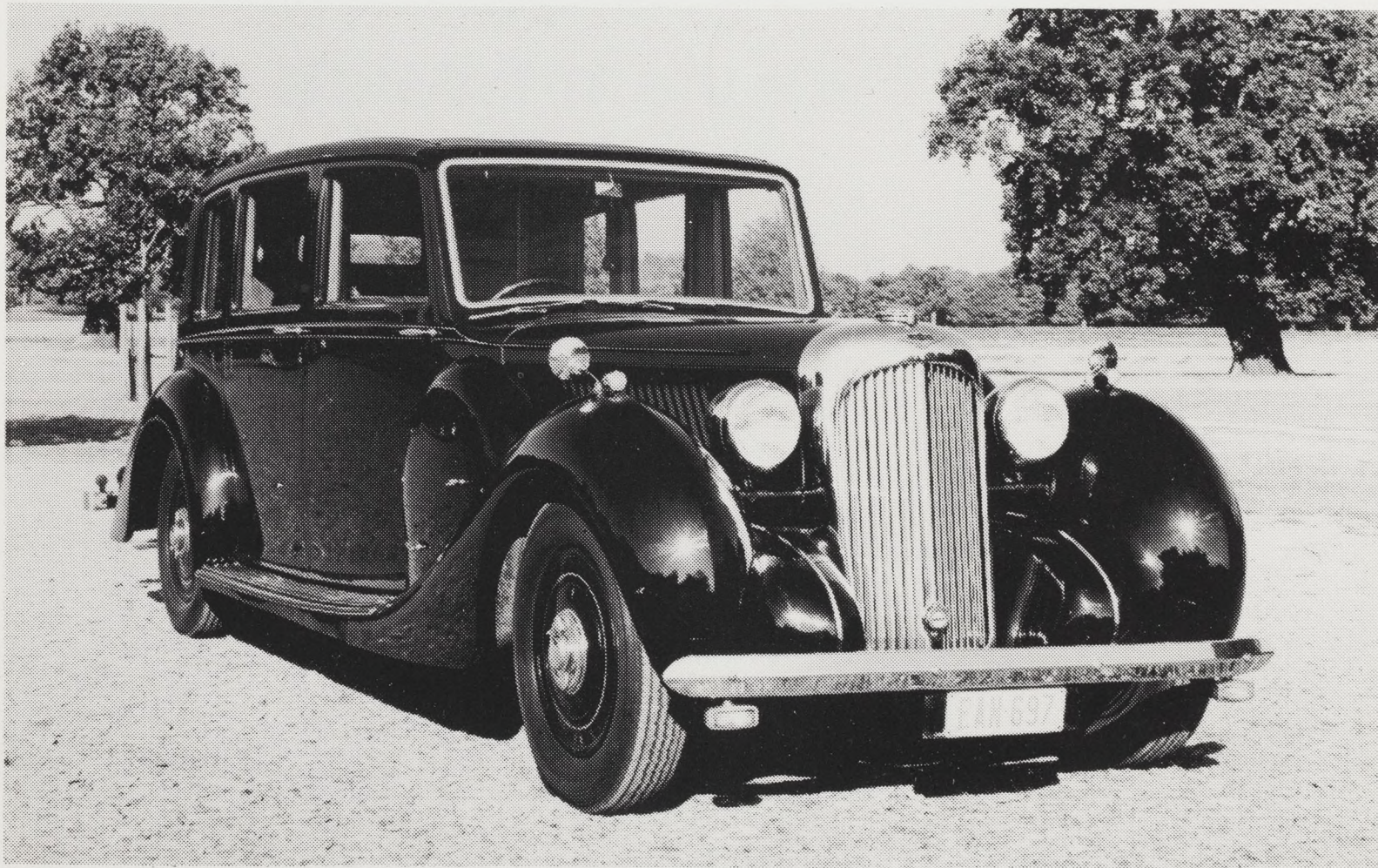
Manor Hotel, Meriden.  
Second Tuesday each month.  
Gate Inn, Osgathorpe.  
Third Tuesday each month.

### *WEST SUSSEX:*

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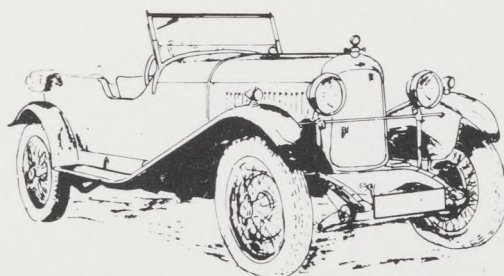
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# Letters to the Editor

## Apathy and the AGM

Dear Sir — Two points were briefly raised at the A.G.M. but not really debated, I would like to air these further in your pages.

You may ask why I did not get on my feet and do this at the meeting, the answer to which is diffidence as a new boy combined with the feeling that is always present on these occasions, namely that members really want to return to the serious business of cars and beer.

The first point was touched on by our Chairman in his opening address, when he asked in effect "where the club was going" and said it was up to the members to give the Committee a lead.

I believe that underlying this remark was a feeling our Chairman was too polite to put into words namely APATHY.

We are all aware of the problem that has been well aired in these pages regarding lack of members willing to compete with their cars.

To some extent this problem can be understood, however, I have been amazed this summer how few members turn up at any event. There have been many excellent outings organised by the V.S.C.C. but hardly any attendance by Lagondas.

The culminating event of the year, the A.G.M., bore witness to this lack of enthusiasm. Admittedly approximately 20 members attended the meeting and some 40 cars arrived at Burnham Beeches but the attendance at the dinner dance was derisory. Thirty seven people sat down to dinner, of these to my knowledge four comprised the President of the Bentley Drivers Club and his guests. Of the remainder presumably 16 were wives or girlfriends, leaving precisely 17 members.

Now if I were a member of our hard working committee I would assume that members did not want this type of event either and cease to organise it. This would be a great shame since those who did not attend, missed an excellent evening.

So the members don't want competition type events, nor do they want social type events, so what exactly do they want?

May I suggest a questionnaire circulated with the magazine might establish how many

members are actually still alive!

I am convinced that unless we the members give our committee some support and encouragement, the slide into oblivion or at best a register in the V.S.C.C. is inevitable.

The second point I wish to raise is that of the subscription. At the A.G.M. we were told that it had been increased from £6.50 to £7.50. A suggestion from the floor was made for increasing it further to reduce the need for continual change of bankers order.

I am convinced that the club is operating on a 'shoe string' indeed this is confirmed by the questionnaire circulated in last month's magazine regarding the high cost of it and the newsletter.

May I suggest that our club subscription should be brought into line with the other five motoring clubs to which I belong i.e. £9 or £10.

Rather than reducing the club magazine or newsletter part of this increase could be utilised to do the reverse, which might in turn stimulate some activity from the members.

I realise I am more of a motoring nut than many, having attended 8 Concours events, 4 Rallies/Road Runs, 1 factory visit and I'm more with the 2 litre together with racing my E type Jaguar this year, and don't expect others to be quite so idiotic. I do however sometimes wonder why so many of you bother to own objects that were built to MOVE they will be found to be great fun in their natural habitat if you try it!

It will also be found that other members of the Lagonda Club and V.S.C.C. are really quite nice chaps who rarely bite when approached.

Indeed as Peter Whenman and I have often found when we give the 2 litres an outing to the Pheonix at Hartley Wintney on the first Thursday of every month, we invariably get bought a beer and the old girls get admired and patted. Lagondas that is! Why don't more of you try it.

This letter, written without malice, is intended as a pinpricking exercise which hopefully will stimulate some action — even if only in the form of letters!

DEREK GREEN  
Hartley Wintney,  
Hampshire.

## Musing on a V-12

Dear Sir — As the restoration of my (ex-Earl Howe) Lagonda V12-registration number GPK 780 — is taking a long time a literate friend of mine was tempted to write the following poem:-

"Looking in the garage one September morn,  
I spied a black monster sad and forlorn  
Without a radiator standing there unknown,  
Is it a Rolls-Royce or a Bentley unblown?

"Its wings and its bonnet have sadly departed,  
See the rough interior soon to be tarted,  
No engine either to power it on its way,  
A twelve cylinder masterpiece the knowledgeable might say.

"This anonymous motor will someday be complete

Perhaps when 'its' owner decides to give it a treat

As this motor stands alone and silent we ponder

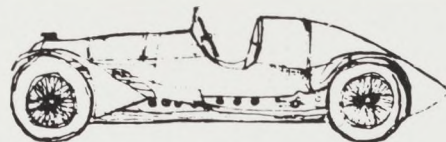
Could it be possible that the Parentage is Lagonda".

—————"————

I would like to add that since this poem has been written a considerable amount of work has taken place i.e. the engine is 95% finished.

Hopefully I will have a photograph for the next magazine. When the engine is completely finished I will then commence the restoration of the bodywork and interior, as the mechanics have been restored.

D. BERRY,  
Colwyn Bay,  
Clwyd.



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See photograph on pp.17

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Dear Sir — When my father joined the Lagonda Club in 1919, he showed his usual anticipatory good sense by taking-out family membership, because at that time he did not have a family! However, what seemed sensible then now seems less so when he can no longer let his family attend club functions or read the club magazine because of the increasingly licentious trend of the former and the naughty words in the latter.

As the eldest of his family of sixteen I have been asked by the others to draw attention to this decline in good taste which, I am told, began in the swinging sixties when the then Northern Secretary began to confuse his private orgies with the Northern Dinner. Since, then these excesses have influenced Club Events in the North to such an extent that many who prefer not to drink and fornicate like frenzied Visigoths have stopped attending

them. Other normally reserved and respectable members, my father amongst them, have had to pretend acceptance of this behavioural pattern.

Daddy hid the last Lagonda Club Magazine with his other picture books of ladies without their vests, so we had to read it under the bed clothes with a torch. It is in this light that we saw the report of two Northern functions and the scurrilous attack on various Northern members in general and my father in particular. I do not know the other nice people who are alleged to have behaved like H.L.S., does, but I know they will be as innocent of the libels as is my father. It is a particular slur on him to suggest that he knows a lot about vintage cars and nothing about sex, because he has sixteen children and only one vintage car. Surely the figures speak for themselves! and in any case he knows a lot about everything.

Because Daddy has brought us up to be as modest and retiring as himself, I will sign myself:

AGNOLDA DEARDEN-BRIGGS.  
(Aged 5 ).



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#### V-12 Lockheed Hydraulic Brakes

Dear Sir — The following up-to-date information on V12 and LG6 cars may be of use to owners of these cars.

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### **Vehicle Excise Duty – Tax on possession**

Miss Fiona McConnell

Department of Transport,

Driver and Vehicle Licencing Centre,

Longview Road,

Swansea SA6 7JL

Dear Madam,

Amongst the eighty Clubs which this Committee represents, covering historic vehicles of all types, the majority are concerned with cars, motorcycles or commercials which do not carry goods and are taxed as private vehicles. There are also Clubs supporting the Committee who are involved with historic passenger carrying vehicles and steam powered traction engines. All these various types are subject to VED.

We should make it clear at the outset that whilst the Committee looks after the interests of cars manufactured up to and including 1940, many of the vehicles with which we are concerned are of more recent origin e.g. commercials up to 1952, all motor cycles 25 years old.

The result of our consultations with our supporting Clubs has shown an overwhelming opposition to a tax based on possession of a vehicle. The only logical basis for VED is that which exists at present, namely a tax on *use*. A possession tax is foreign to our legal system and the worrying thought is that if it were imposed and pursued to the end, it would inevitably involve powers to enter and search private property, a concept which is abhorrent to the public generally.

In discussing the present system, the paper makes no mention of those provisions of the Vehicle Excise Act 1971 which deal with "continuous liability" (s.10) and include exemptions in respect of vehicles not in use or kept on a public road. Would not a fairer and more complete picture have been given if reference had been made to such provisions?

One of the main detailed objections to possession tax is that there would be no provision for refunds nor relief for laid-up vehicles. There are many owners (and apart from those with whom this Committee is concerned) who only use their vehicles for part of the year. What logic can there be in imposing a tax upon them for a full 12 months? The suggestion that vehicles would have to be laid up for a year before being entitled to exemption only underlines the iniquity of the proposed system.

Nor can we accept that the Department is advancing as a serious proposition that the new system will encourage administrative simplicity. The very contents of the paper itself disposes of such an argument for it is conceded first that the present system would have to be retained for HGVs, so imposing *two* systems in the place of one, and secondly that it does not know what it will do about the M.o.T. and insurance.

If, against all reason, a possession tax was imposed, we might be thought to be 'looking a gift horse . . .' if we were less than enthusiastic about the suggestion of exemption or a concessionary rate for vehicles which we take to include *all* vehicles over 40 years old. One of the freedoms which historic vehicle owners enjoy is that they may use their vehicles at the same times and in the same manner as their modern counterparts, whilst, incidentally, with the failure to introduce date-to-date licensing, paying proportionately more for the limited periods their cars, etc. are on the road than the moderns. We are fearful that if vehicles are put into a separate category by age, a discriminatory attitude between historic and moderns will be encouraged, and further that restrictions on user may eventually be imposed. And in any case if an exemption was to be applied, we would press for a much shorter age qualification.

Even if possession tax arrives, why should the concept of user disappear entirely? The exemption for which we would press would

be in the nature envisaged by the 1971 Act referred to above, i.e. exemption whilst the vehicle was off the road.

Whilst of course we condemn evasion of VED we respectfully submit that the suggested changes would merely penalise the innocent, only doubtfully recover much from the guilty, cause anomalies and impose injustices upon many, not just historic vehicle owners, and introduce an administrative complexity which would make the Swansea computer appear a mere abacus.

The time available for the consideration of the paper has been very short. Should the possession tax proposal be accepted in principle by the Government then we would refer to Lord Montagu's recent letter to the Minister, in which he asked that the Minister should receive a delegation. Further representations would then be made not only on behalf of Museums but on behalf of our Member Clubs generally.

In conclusion we wish to say that whilst we believe that the above sets out the views of the majority of our member Clubs, there are many who, whilst rejecting the concept of a possession tax, are in favour of the replacement of the present system by some tax on petrol.

Yours truly,

JAMES CROCKER

Chairman of the H.V.J.C.C.

10 September, 1980

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1924 12/24 - almost anything for restoration. Known to be missing - fan, radiator core, side lamps, rear lamp, front spring and shackles, handbook. Any photos, etc. of similar car most gratefully borrowed. Oates (O.8), Old Ditcham Farm, Ditcham, Nr. Petersfield, Hants. Tel: Harting 561.

1 new Michelin 18x525/550 zig zig. Part worn considered if sound, etc. John Batt (B.29), Reynard House, 49 Ampthill Road, Maulden, Beds. MK5 2DH. Tel: Ampthill (0525) 402935.

600 x 19 Dunlop tyre, new or part worn, one 19" road wheel and one 21" road wheel. Also the small 3-litre instruments in the oval dash panel (c.1933) and four bonnet catches (sprung type). Brian Stevens (S.41), "Pegasus", Castle Road, Ventnor, Isle of Wight.

Interesting Lagonda Saloon: 2/3 litre, LG.6. Would prefer something in very good condition but some work not objected to. Brian Dearden-Briggs (D.20), Balderstone Hall, Mirfield, Yorkshire. Tel: Mirfield 496276.

1938 LG.6 Brake back plates, one front and one off-side rear. Also original 3 valves jacking pump. Special U-brackets linking protruding Lucas windhorns to horn motor. Best price paid. Write to: Dierick (D.21), Kleemstraat 66, B-9180 Belsele, Belgium. Tel: 31/72.34.86.

I am the proud owner of a 1934 M.45 Tourer. I have just about completed the restoration. However, I am missing the Andre shock absorber units which fitted below the radiator shell. The control knobs are in place under the dashboard but the two dials are totally corroded. I would like to purchase parts or the complete system if any member has this. Peter Henman-Laufer (H.27), P.O. Box 67717, Los Angeles, Cal.90067, U.S.A.

For 1937 LG.45. Complete set of 4, or parts of Luvax shock absorbers plus arms. Any condition considered. G.10 gear lever in good condition. Thermostatic radiator shutter control unit. David Eldred (E.6), 9 Kirkley Road, London, S.W.19. Tel: 01-542 6053 evenings & most weekends.

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Blower counter-balance crankshaft and flywheel - £120. 2 litre handbrake assembly - rusty but complete - £15. For Riley - 2 Wilson 'boxes', one complete, the other as spares - £40. All items collected. John Batt - see address above.

Spares for 16/80: 3 off 5.50 x 18 Tyres, new. 3 off 5.50 x 18 covers suitable for remoulding. 1 off 18" Wire Wheel. 1 off Complete Clutch assembly with Bell Housing. 1 off Scintillor Six Magneto. Enquiries to Neil Frajbis (F.1.) Eyke (03947) 479.

My recent advert in the Newsletter for an M.45 clock produced nothing. An ad. in the national press was more successful and I now have a spare at £35.00. I would prefer that it went to someone who needs it for a car with a hole in the dash.

2 Better-than-rolling chassis - 1949 and 1952 DB 2.6 litres. Each with engine, gearbox, instruments and near-complete bodies. Brian Dearden-Briggs (D.20) - see address above.

Repair 'kit' for P100 Bullseye lamps that have broken lens holders. Kit comprises of a new spar with lens. Details on request. A set of four chassis louvred panels for L/C 2-litre or early 3-litre. Early circular push/pull switch with Lagonda embossed around the perimeter. Brian Stevens (S.41) - see address above.

1932 Lagonda 2-litre L/C Tourer - £11,000 o.n.o. This car is in excellent condition being restored to a high standard in 1974 by its present owner. It is currently in the USA and can be crated and shipped to this country for around £800. Tim Wood, 18 Clarbourn Drive, Little Thurrock, Grays, Essex. Tel: 0375 5977.

Following items for M45: Reconditioned starter, new Bendix; crankshaft; camshaft; waterpump parts; stub axles; backplates; perrotts; brakedrums; another T8 gearbox; Valvegear; Berkshire wiper motor (working, ex LG.45); dynamo; one 19" wheel. Also, 2-litre L/C short engine assembly for rebuilding; 2-litre wide ratioUH box; LG.45 bonnet and wheel covers; LG.45 bulkhead; LG.45 petrol tank. Jeff Ody (O.20) Tel: 01-226-2403 (home) or 01-240-2054 (office).

By ex-Club member: 1933 Lagonda 16/80 Special chassis, engine and gearbox, etc; Many body parts for use as patterns; Headlamps and other lights. I want to dispose of them to Lagonda Club members who would either be prepared to rebuild or would use the parts to complete another Lagonda. A.H. Mowatt, Comely Bank, Wilton Lane, Jordans, Beaconsfield, Bucks, HP9 2RG. Tel: Chalfont St.Giles 3280.

2 litre HC/LC & 3 litre Bulkhead to Scuttle Rubber Extrusion. The inverted top-hat section for this application is no longer available. I have obtained a quotation for special manufacture. The minimum quantity is 400 ft. - say 50 owners' worth! Price per foot approx. 48p, amortising the £35 tooling cost, packing and VAT. Piece of original extrusion to ensure correct section would be passed to manufacturer. I may be able to do something similar for aluminium running board section, but do not wish to go ahead until I have a definite feel for the total requirement. Enquiries direct to: Peter Jacobs (J.3), 16 The Pound, Lower Almondsbury, Nr. Bristol, BS12 4EG. Tel: 0454 612434 (home) or Bristol 693871 Ext.918 (office).

1st October, 1980

THE LAGONDA CLUB

SUBSCRIPTION NOTICE 1980/81

- \* SUBSCRIPTION ARE NOW DUE for the above Club year. Members are requested to complete the appropriate slip below and return it to the Membership Secretary, Bryan Hyett, along with their cheque for £7.50 made payable to the LAGONDA CLUB and a STAMPED, ADDRESSED ENVELOPE for the return of their membership card.
- \* Those members who pay by BANKER'S ORDER, please remit the balance due this year direct to the Membership Secretary as soon as possible.
- \* U.S.A. and CANADIAN MEMBERS: Equivalent amount to Mr. R.T. Crane, 10 Crestwood Trail, Lake Mohawk, Sparta, N.J. 07871, as usual.
- \*\* IMPORTANT: IN ADDITION, will ALL members please complete the questionnaire at the bottom of this page and return to Bryan.

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To: BRYAN HYETT, 53 WOMBOURNE PARK, WOMBOURNE, WOLVERHAMPTON, WV5 OLX.  
Please find enclosed my cheque for £..... and S.A.E. for my 1980/81 subscription to the Lagonda Club.

NAME..... MEMBERSHIP NO.....

ADDRESS.....

.....

DATE..... SIGNATURE.....

N.B. Due to the charge made by the banks, members paying with foreign cheques should include an extra £1.00. (This includes Irish and EC cheques)

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The Club committee are considering the high cost of the magazine and the newsletter. To assist them, your opinion on the following is requested:

- |                                   |                |
|-----------------------------------|----------------|
| (a) Reduce the No. of magazines   | Please tick    |
| (b) Reduce the No. of newsletters | in appropriate |
| (c) Pay more to retain both       | box.           |

Comments: Please use reverse of this form, the lower half.