



THE MAGAZINE OF THE LAGONDA CLUB

Number 111

Autumn 1981



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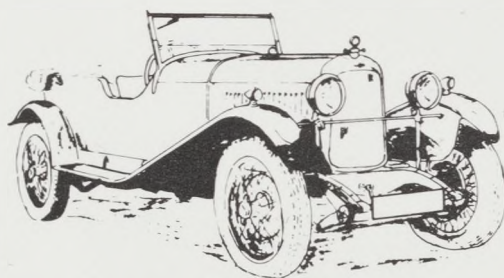
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MAGAZINE

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

FRONT COVER: A happy crowd on the 1981 Northern Tour. Photo: Yorkshire Evening Post.

Out and About

FIRSTLY WE welcome DEREK GREEN onto the Club Committee to take up the new position of Club Press and Publicity Officer! The Committee would like to see the name Lagonda and the Club cropping up more frequently in the motoring press, letting people know we are an active one-make club with members who actually use their cars. It is hoped that a modest rise in membership will come about eventually. In the meantime please give Derek all the support he needs if he comes to you for a newsworthy story about your latest rebuild or your single-handed rally in Europe.

★ ★ ★ ★

While on the subject of publicity, the September issue of "PRACTICAL CLASSICS" gives our magazine a nice tribute in its Club News. It rates its content and presentation highly in comparison with magazines from other larger and wealthier clubs. So please keep your articles, stories and letters coming in!

★ ★ ★ ★

Now CLUB STOCKS—the popular leather Club key fobs are back in stock and are available from the Secretary at £1.50 each. In addition we have also, through the courtesy of Aston Martin Lagonda Ltd., a supply of very neat lapel pins with their company crest (the winged badge). Available from the Secretary at £2.00 each.

★ ★ ★ ★

Mr. M. K. WAISTELL of "Jordans", Church Lane, Ardingly, West Sussex, writes to tell us of his intention to enter his 1932 3-litre in the 1982 Paris-Peking Challenge Rally and asks if any member can loan or sell him three 21-inch wheels as well as a sump. Benefactors can reach Mr. Waistell in the evenings on Haywards Heath 892681. Sounds like a good write-up for the magazine is in the offing!

★ ★ ★ ★

We were very sorry to learn of the death of BILL LAKIN-SMITH last year in the Canary Islands, which had been his home in recent years. He will be much missed by his many friends in the Lagonda Club who knew Bill as a dedicated 2-litre owner.

★ ★ ★ ★

BOOK RECEIVED. Once again I have been fortunate to receive a copy of the 1981 edition of "World Cars", possibly the most comprehensive record published detailing the outputs of the world's car manufacturers. Compiled by the Automobile Club of Italy there are the specifications of over 1,000 cars from 35 different manufacturers together with 1,100 photographs. As well as this comprehensive collection of facts there are additional sections covering varied aspects of the motoring scene—the world's leading coachbuilders, the recent Grand Prix season as well as more specialist contributions commenting on manufacturing trends (emphasising the need for designing for fuel economy), computerised information for the driver, safety belts and many topical themes.

A hefty book and one to keep you quiet on winter evenings with its 440 pages. Available from leading booksellers or direct from the publishers, Herald Books of London. Price: £16.75 and highly recommended.

FOR SALE

Photostat copy of Instruction Book—
please state which required: 16/80,
2-litre H/Chassis, 2-litre L/Chassis,
3-litre/3½-litre, M.45, LG.45, Rapier,
LG.6, V.12 4.50

(DB 2.6 litre, DB3-litre available only
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Photostat copy of Meadows Engine
Catalogue 1.50

Car Badge (enamel and chrome) 5.00

Lapel Badge (enamel and chrome)
(brooch fitting) 0.50

Tie (maroon Terylene)
previous design 2.00

New design Tie (maroon or blue) 4.50

Overall Badge 1.00

Badged Car Key Fob (leather) 1.50

Magazine binder (holds 12 issues) 2.00

Short history of the Lagonda 0.25

Available from the Secretary

Northern Notes

From Herb Schofield

THE POLICE Lagonda. The Lancashire Constabulary own a 1936 Lagonda LG.45 Tourer which in itself is pretty unusual, what is more remarkable however is the fact that it has been owned by them since 1936.

It is difficult to trace the reasons why such a sporting and expensive car was purchased originally. Rumour has it that initially the LG.45 was used by the then Chief Constable for various duties, one of which was to take him to Preston Station to catch the London express, the same car being required to collect him at Euston Station on the termination of his journey. This must have involved a considerable amount of reckless driving especially on the roads of those days!

After the war the car passed into normal Police traffic duty though whether it ever had "Police" boxes attached or a bell we do not know. The car was also used for advance driver instruction and still is. As far as I can ascertain the car has given little or no trouble over the past 45 years and is routinely serviced with the other police vehicles at Hutton, near Preston.

This information has come to light as a result of the writer becoming involved in the restoration of the car, not because it is being taken off the road permanently to become a museum piece (like most Lagondas) but to prepare it for a further term of duty as a working Police motorcar!

The Lancashire Constabulary are restoring the exterior themselves in the Police workshops, and the writer is renovating the interior. Are there any other pre-war Lagondas in the Club which have been in the same ownership for a longer period of time, and still being used for normal transport?

OTHER NEWS

The Northern Dinner was a big success attended by 80 people and a nett profit of over £100 was made for the Club.

Roy Hatfield purchases an LG.6 Rapide which was imported from America, whilst David Hill and Harold Collins dispose of their LG.45R and V.12R respectively to improve cash flow! Dearden-Briggs is now Editor of the Amilcar Register Newsletter which should

worry the circulation manager of "Motor Sport"! He also buys a vintage 3-litre Saloon from Denmark. Jack Buckley our artistic panel beater has built a Lagonda for himself, this is of his own design on an LG.45 chassis and very nice it looks too. Nigel Hall reports that he has only had one motor car accident so far this year. This was with his LG.45 racer after the January Pub meet. The car wrapped itself round a concrete post which was walking across the road at the time (according to Nigel).

John Harris parts with his 3½ tourer to John Batt in exchange for his 4½-litre 2-seater. John Beardow and Roy Paterson have had their cars resprayed by Don Hoggard, one of our club members who is now in the business of restoration, and unfortunately blew his own car up on the way to Oulton Park in June. Herb Schofield was invited to be a Concours Judge at the V.S.C.C. Oulton Park Concours so it will come as no surprise therefore to learn that three of the 11 Lagondas entered featured in the results!

Nice to see John Davenport, a Club member since 1951, out again in his LG.45R which leads me to Mike Hoare's "Jolly" on 21st June. This was held at his farm at Kettlesing, near Harrogate, on a super sunny day. Mike had laid on ample supplies of Theakston's Best Bitter on draught and a barbecue which attracted a fair number of Club members as it would, including the outrageously attired Dearden-Briggs complete with his Ken Dodd hairstyle, and in contrast Roy Paterson with his old school vo-dee-o-do blazer. Brown set up shop selling 4½-litre spares and everyone had a good time thanks to Mr. and Mrs. Mike Hoare.

NORTHERN GYMKHANA, 4th JULY

This was held as usual at the local Sandtoft Pub followed by an afternoon at the large test site at Sandtoft airfield. The day was hot and sunny which was presumably the reason why Roy Hatfield was wearing shorts, or maybe just to prove that he would probably qualify as the North's best advert for "dynamic tension". Brown was also wearing shorts and his remarkably white legs

appeared from a distance to be tied up with knotted string but closer observation showed this to be an advanced crop of varicose veins. Ian North was spotted but in a modern car as was Simpson. Doc Turner and family plus John Beardow were notable absentees but as one of the Doc's daughters was getting married, he will be forgiven, mind you we consider it jolly unreasonable to arrange a marriage on the same day!

We were able to welcome Bernard and Amy Raines, nice to see them again. It was also noticed by this reporter that a number of Northern members have been on diets or (more unlikely) taken up jogging. Ted Townsley was noticeably slimmer and Bob Alexander had lost a stone, but only off his head!

We were pleased to welcome once again Geoff Squire all the way doon from Fife in his M.45, and Paul Watt up from Surrey, always a great pleasure to see them both we can only admire their great enthusiasm. The tests themselves were run efficiently by Alan Brown who over the past few years has evolved a formula for the tests, quite what the formula is and what purpose it serves escapes

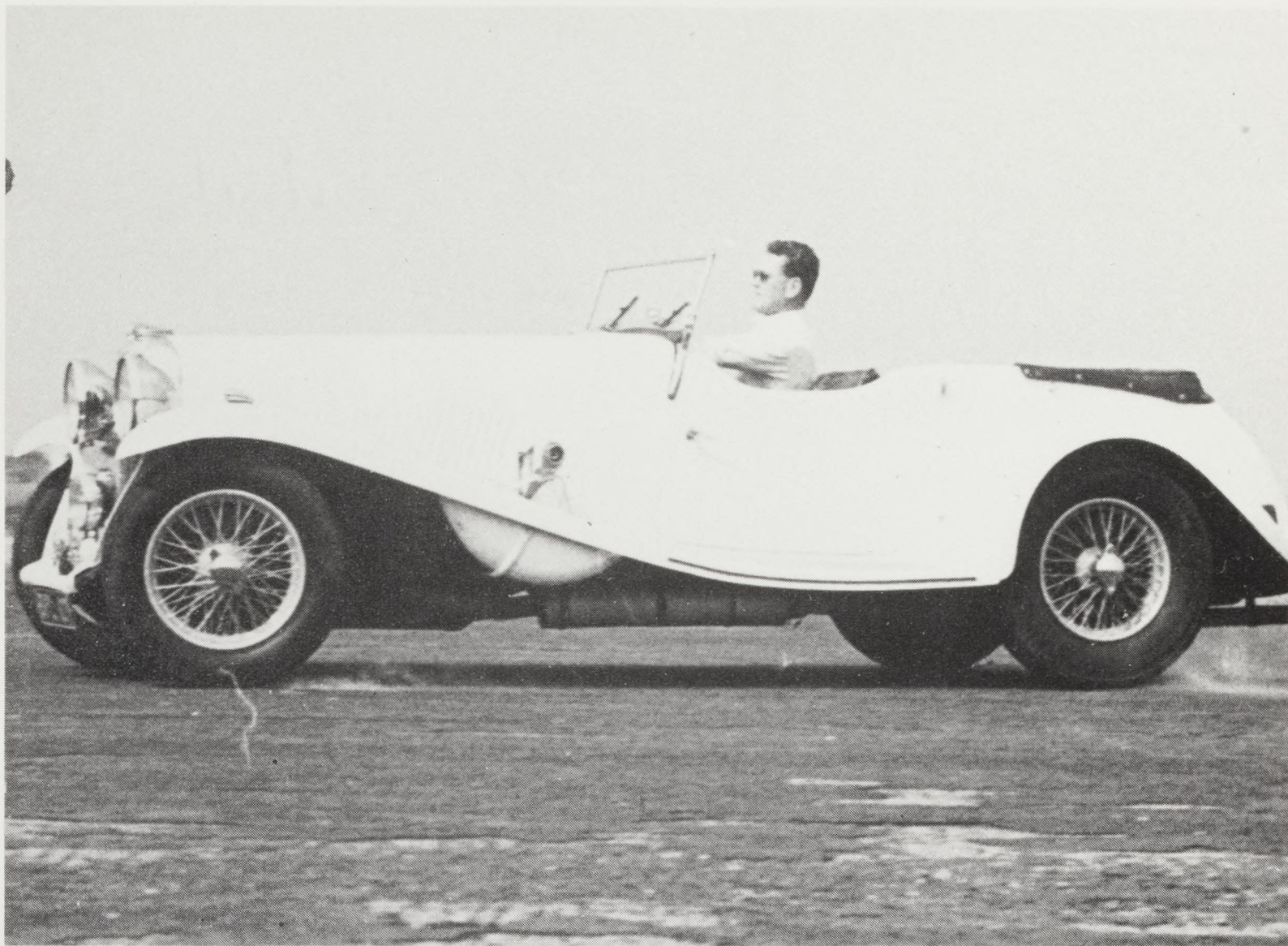
me but what it did produce this year was a result in which the first three overall places were taken by 4½ "Specials" which is sad. Roger Firth was first, followed by "Beans" Hine, and John "Bomber" Harris. Of the standard cars Ray Price was first in his rather nice 2-litre Aston Martin, followed by son-of-Rider in Dad's M.45 Rapide and Geoff Squire in his M.45.

The full table of results then:

	Marks
1. R. Firth 4½-Special	102
2. D. Hine 4½-Special	159
3. J. Harris 4½-Special	163
4. R. Price Aston-Martin	185
5. A. Rider M.45R	192
6. G. Squire M.45	199
7. J. Selway MG	210
8. Butch Cassidy 4½-Special	216
9. W. Alexander Atlantean	224
10. Atlas Hatfield M.45	344
11. K. Pape 2-litre	366
12. J. Davenport LG.45R	400
13. E. Townsley LG.45	430
14. Capt. A. Barker LG.45	441
15. P. Watt 2-litre	548
16. H. Schofield Shergar Spoiled Test Sheet	



Crocker unleashes the Rapier in Test One (actually 1965)



Doc. Rider and M.45 Rapide in Test Two (actually 1967)

Photo: John Davenport

The organisers express their sincere thanks to all marshals especially to Brian Hyett, John Stoneman, the Eastern Secretary, and the landlord of the "Wheatsheaf".

In the evening a large number of us stayed at the "Belmont Hotel", Thorne, for dinner, bed and breakfast. The hotel is under new management who are obviously keen to improve the image of the hotel.

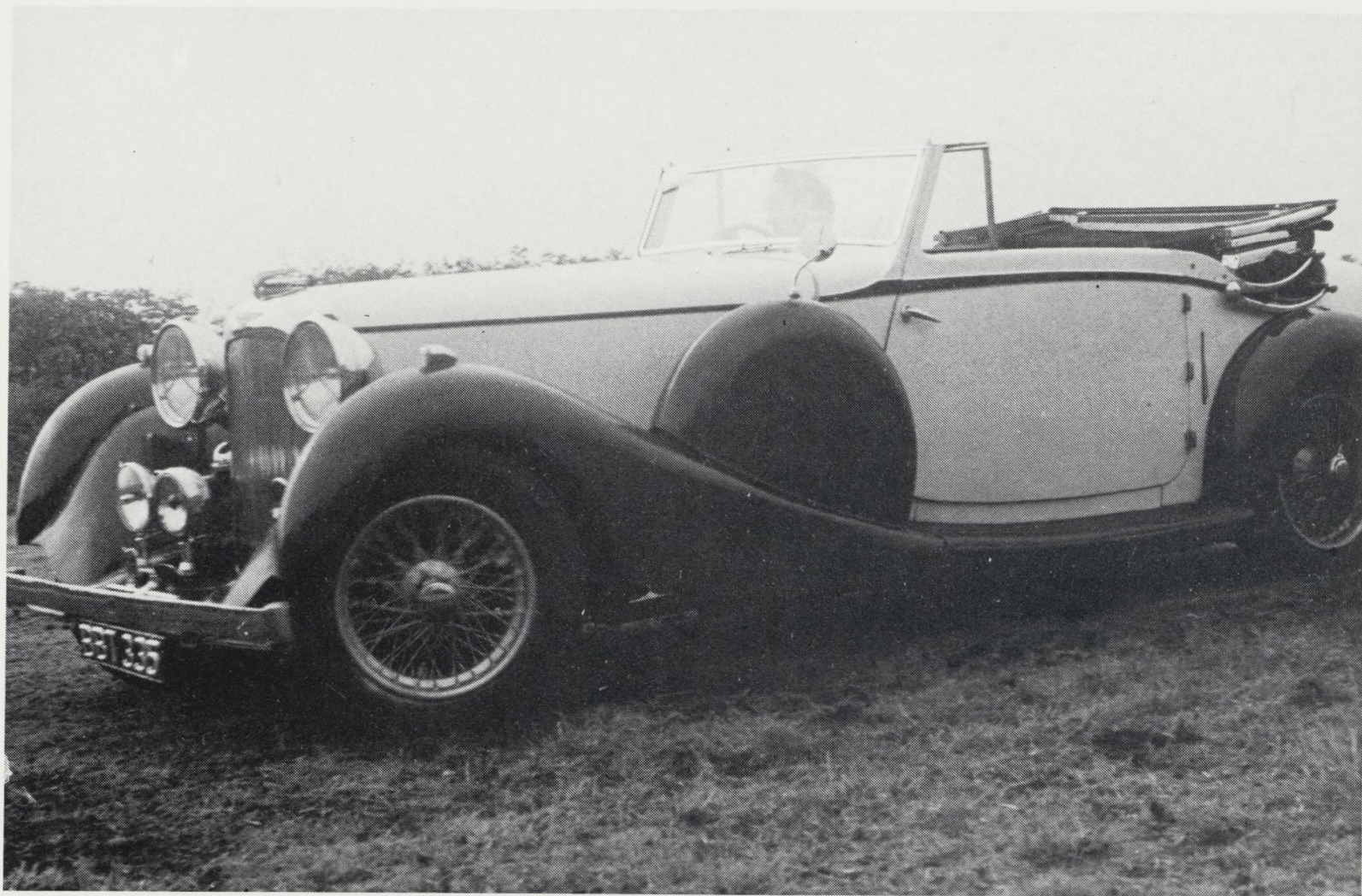
Brown, who wasn't staying and who seemed desperate to change into something less offensive, blasted his way into the bedroom containing a naked Joan Schofield just out of the bath, fortunately he didn't notice (or pretended not to).

Later in the evening the drinks went down rather well as they always do when a collection of old Lagonda bores get together. Paul Watt was more than matching the rest of us drink for drink, and Geoff Squire somewhat mellower after a number of "Glen Morangies" told us he was often mistaken for Marlon Brando which in a dimly lit foggy Glasgow street would be just about possible, I suppose,

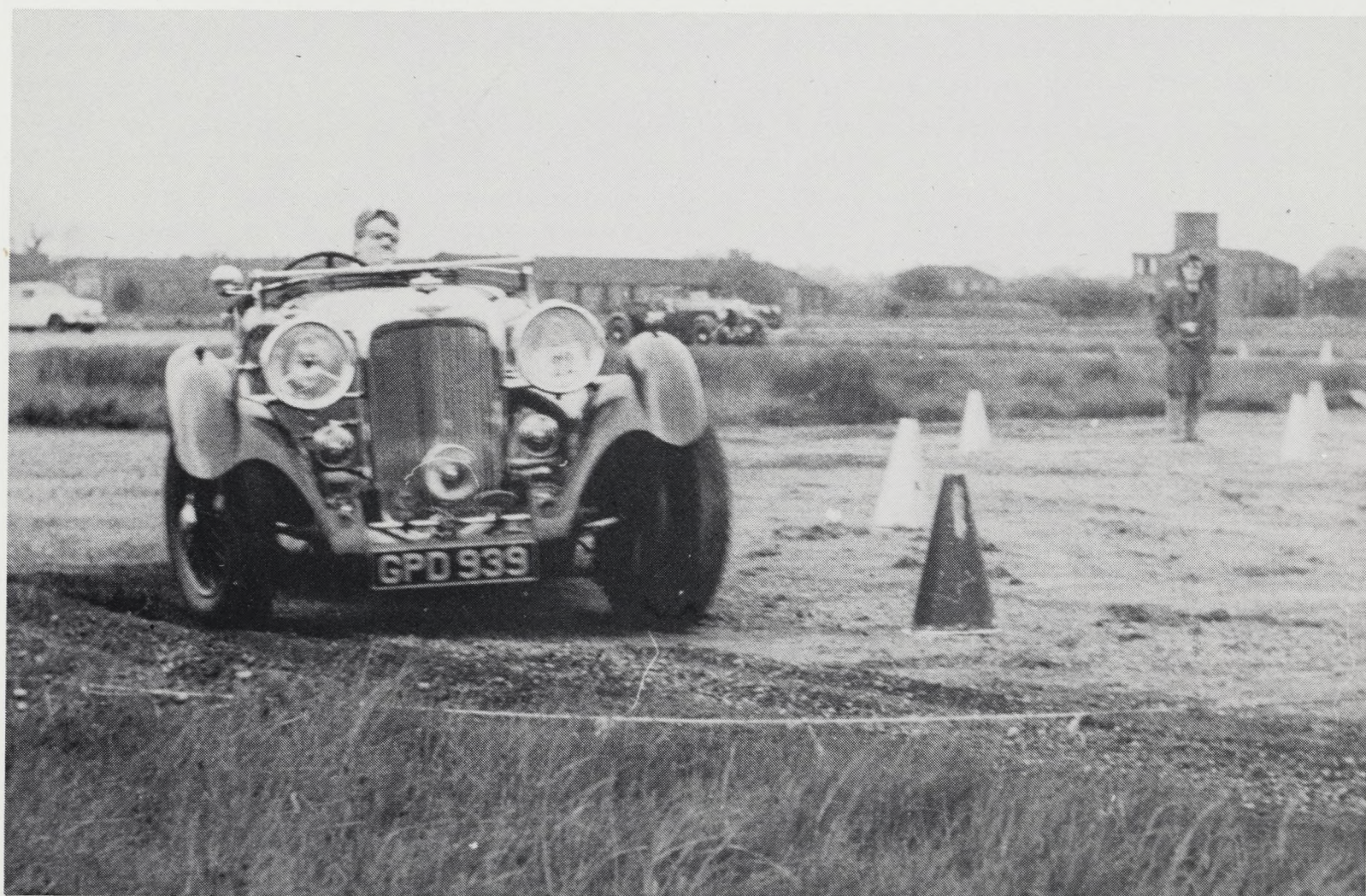
mind you by the same yardstick he would probably also be mistaken for a non-flashing Belisha Beacon, or a letter box.

The following day was the Manchester Area Pub Meet lunchtime at the Floating Light, which is nowhere near Manchester. This finished off a good weekend. The Pub by the way now serves proper beer and provides a selection of sandwiches and soups. Why not come to the next meeting, and bring the kids.

CONGRATULATIONS TO...
BOB and HELEN CRANE
 on celebrating their
55th Wedding Anniversary
 in August
 from all their friends
 in the Lagonda Club



Geoff Squire fights the LG.45 drophead (actually 1968)



Herb Schofield in Test Six (actually 1961)

Donington and Oulton

AFTER THE 4½'s initial outings in 1979 and 1980 we decided that 1981 would be a full year for racing. The April Silverstone meeting was successful with a win in a handicap race and qualification in the 40-minute Reliability Trial. I also went to the May Day B.A.R.C. pre-war event at Thruxton, after which we looked forward to V.S.C.C. Donington Park, particularly as we had never visited this historic circuit. The journey was straightforward; M1 from Northampton with the circuit being clearly signposted from junction 24.

We set out on Saturday morning, Lag leading modern car towing caravan, stopping for lunch near Silverstone, where we were spotted by Geoff Gates in his LG.45. Rain had threatened all day but held off until just after we had reached the circuit. While my wife was cooking the evening meal I prepared the car for racing, in particular changing to wheels with racing tyres.

Rain saturated the area overnight and it was disappointing to find that the paddock was very muddy—the amenities and buildings are first class and it seems a pity that the paddock lacks a tarmac surface. The track was wet for practice and although the car behaved well, I found that the back was inclined to break away too easily. A few weeks earlier I had been to a test day at the old Goodwood circuit where, again, the weather had been bad. There the car had behaved impeccably with racing tyres on the front and road tyres at the back. I decided to replace the tyres with ordinary road covers before my first race.

Through having to form up some time before my races I missed two of the most exciting events of the day, both won by Tim Llewelyn in the well known ¾-litre Bentley.

In my first race I was one of the faster cars in the group, starting from near the back of the grid. The slippery conditions made it difficult to use full power but I managed to work my way up to sixth by the finish. Having got past Rawson's fast Austin 7 after about two laps, I had to overtake a 3-litre Bentley on the wrong side because he would not move over. In making sure I was well clear before moving across in front of him ready for the chicane I left my braking too late and had to use the

escape road—letting the Austin, Bentley and another car past—I never did catch the Austin again. Brake fade is a problem I have yet to beat and Donington proved to be demanding on the brakes.

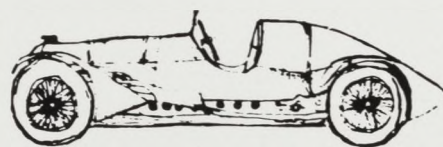
In my second race I was near the front of the grid and with the faster cars at the back unable to use all their power I had little difficulty in winning, despite a complete absence of brakes at the end.

Only three other Lagondas were there—James Crocker had a second place in one of his races, Peter Evans in the ex-Richmond blown Rapier and David Crow (first time out with his standard two-seater Eagle[?] Rapier) enjoyed themselves in spite of the weather.

Other attractions at Donington were a small Autojumble, where I picked up a few useful items, and the museum which we visited next morning. A fantastic collection, but all so static.

One month later we went to Oulton Park, where the weather was kinder but not so the handicapper. Lag owners will appreciate that even a 4½ is no match for a blown 2.3 Alfa. Despite driving as hard as I could, a miserable last place resulted, well behind all the other cars. In the other race I was well down the field. Again the three Rapiers were there. It was pleasant to meet many old friends in the paddock and a few new faces, including Hugh Howorth who older members will remember raced a very special M.45 successfully in the late 1940s.

COLIN BUGLER



BOOK RECEIVED: *Aston Martin V.8s* by F. Wilson McComb. Published by Osprey Publishing Ltd. at £5.95. Another in the growing list of Osprey Auto-Histories of classic makes by distinguished authors. Carefully researched and written in this author's very readable style, this book packs a lot of information in its 136 pages. There are some good photographs too.

The V.8-powered Lagondas have a chapter on their own including the 'Super Lagonda'—well worth getting.

AWM

The Southern Social

THE MORNING of Sunday, 10th May was no different from any other May weekend this year (being cloudy and raining) except that the Lagonda Club (Southern Section) was going on a run. Our first visit was to be at the Living Steam Museum situated in the pumping station near Kew Bridge. From there we were going to Syon Park, which now has within its boundaries the British Leyland Heritage Museum. The very extensive gardens with peacocks and peahens roaming about and a garden centre from which to buy plants, etc., surround the beautiful stately home of the Duke of Northumberland.

Considering the weather seven Lagondas seemed a reasonable number, the saloons and D.H.C. outnumbering the tourers by four to three! The number of members, their families and friends totalled 36. I was very surprised at the amount of interest shown by the ladies at the steam museum, where one can see in turn each one of the many mighty engines in steam every 30 minutes, also various other attractions.

After approximately two hours we drove to Syon Park, a short distance away where we parked the Lagondas together. It had even stopped raining by this time so we were able

to picnic and walk about the grounds as we wished for as long as we liked before deciding to depart for home.

David Cochrane had driven my 2-litre KY 202 to Kew accompanied by my son, Andrew, who with gear changing *tuition from David* drove it home.

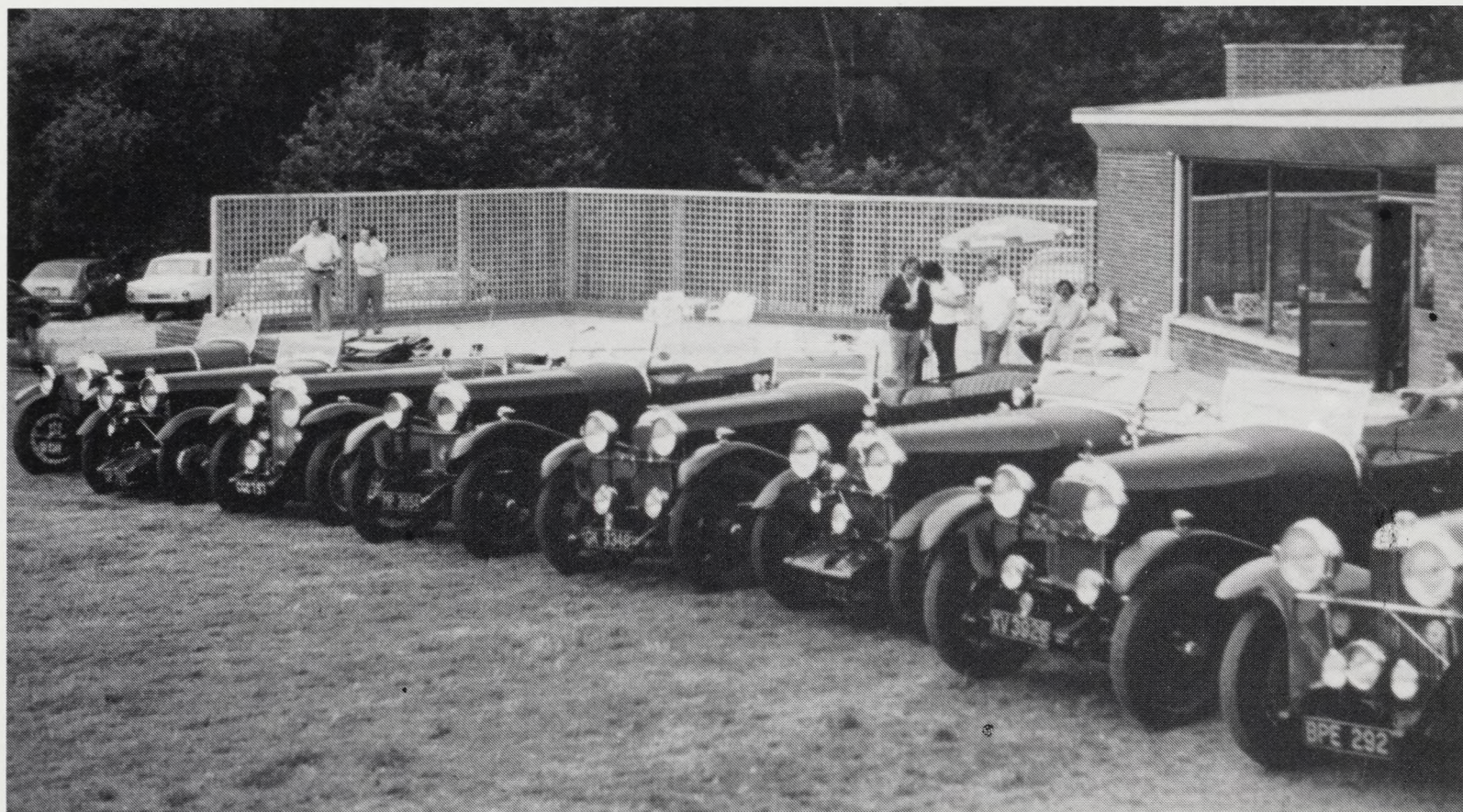
Cars present:

Mike Maher 2-litre Saloon
Eric Howlett LG.45 Saloon
Richard Hare LG.45 D.H.C.
Lawrence Hannam V.12 D.H.C.
Geoff Seaton 3-litre Tourer
David Cochrane 2-litre Tourer
Alec Downie 2-litre Tourer

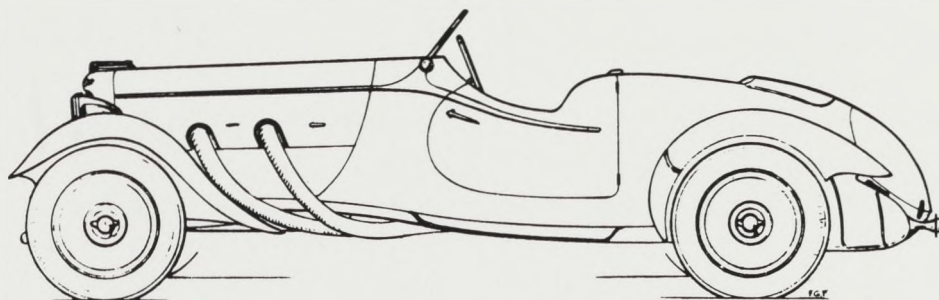
The morning rain was a good test for the new side screens I had just fitted to the rebuilt car in preparation for the trip to France on 20th May, which has been organised by Peter Whenman. There will be a report and photographs of this event at a later date.

Geoff Seaton had his hood down all day, Joan remarked that he had good weather equipment but did not like using it, she didn't mind too much, saying it was alright whilst the car was moving, but got very wet when stopped at the traffic lights.

ALEC DOWNIE



The Southern group's meeting place at Windlemere Golf Club



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In Register

By Arnold Davey

FIRST I must correct the gremlins that got into the Spring issue. Under the "Brake Shoes" part of the Ferodo piece, the first two lines DB 3L and DB 2.6 MK2 should have been bracketed together, the dimensions and shoe references being the same. Next, the whole last paragraph on the heat treatment of gears got left out. Without this, the composition of the steel is of little use. It read:

Heat Treatment

The gear was carburised overall to a case depth of 0.035 in. The case hardness is 820-860 HV with a core hardness of 315 HV, equivalent to a tensile strength of 68T/sq. in.

In the '20s the heat treatment was probably a double quench. First, an oil quench and then tempered at 200°C. Nowadays a single oil quench would be regarded as quite sufficient.

Having disposed of that, now for something completely different.

It is quite common in researching Lagonda history to clear up one mystery, only to create another. It is very rare to solve one mystery and in doing so, solve another. At least, I think solve it.

This state of affairs comes about as a result of simultaneously reading Chris Nixon's books on Aston Martin Competition history and George Chilberg's account of his strange V.12 in the last magazine. The Aston books are expensive, but well worth it for the complete coverage they give. Volume One is entirely devoted to an extended set of interviews with John Wyer, while Volume Two comprises articles by all the other people involved, designers, mechanics, drivers and so on. Quite a lot of space is devoted to the David Brown V.12s including various versions of why they were a failure.

I hadn't realised that this engine was, to all intents and purposes, two 2.6 litres on a common crankcase. It wasn't that simple, of course, and was a complete new design with different dimensions and seven main bearings, eventually expected to go into production, but the outlines of the design followed those of the 2.6. Willie Watson was in charge and one of his pet ideas was the

unusual bearing support system. For those unfamiliar with the engine I should explain that the barrel crankcase extends to well below the crankshaft and has a diaphragm cast in at each main bearing position. The crankshaft is mounted by bolting a "cheese" made of duralumin to surround each main bearing and then sliding the whole assembly into the crankcase from the clutch end.

The resulting engine is reasonably rigid, but requires a high level of machining skill to achieve the tight tolerances. In use, the cheeses, being dural, expand far more than the iron crankcase or steel crankshaft, so that the hotter the engine gets, the tighter they fit. Watson's mistake with the V.12 version was to make the crankcase aluminium too, with the result that it expanded away from the cheeses and they in their turn expanded away from the main bearings. The end product was unavoidable bearing failure. Glacier were approached with the problem, but their analysis of the bearing loads showed that no material known to metallurgy at that time was going to stand up to the beating the V.12 would hand out in racing conditions and especially at Le Mans; for which the car was especially intended. An iron crankcase would have made the engine too heavy and upset the handling, so that the potential Ferrari-eater was abandoned. Incidentally, the earliest record I have found of this sort of engine construction is that of the Miller racing engines of the early '20s. Miller used to heat the crankcase and shrink the bearings in.

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Magazine have closed their
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URGENTLY REQUIRED BY
THE EDITOR PLEASE.

Now in the book we set out the facts as known at the time of writing regarding the history of these V.12s—that four were built, one crashed early in 1954, two survive in Maurice Leo's hands and the other was converted to a space frame chassis for the 1955 Le Mans and subsequently went to America, where it disappeared. In writing this a deliberate decision was made to ignore Paul Frere's story that the space frame car never left Feltham and was cannibalised into the DBR2. The principal reason for this decision was that the space frame car was advertised for sale in America, at about this time, only to disappear again, but throwing great suspicion on Paul's story. He was, after all, only the hired help at Astons, even though an excellent and accurate journalist.

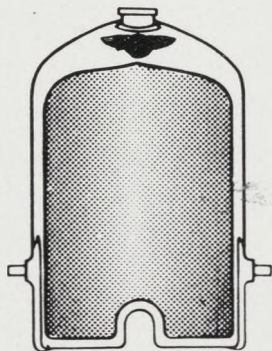
Anyway, we now have John Wyer's story, which not only corroborates Paul Frere, but has a photograph of the cannibalising going on. As John Wyer gave the orders he would know, without any doubt, and the fourth V.12 unarguably became the DBR2.

Having settled that, the problem then remained to identify the space frame car in America. At almost the same moment the

article and photo by George Chilberg gave the clue. The advert was for a space frame V.12 and it never entered my head that it was a pre-war V.12 fitted into a space frame. But clearly this is what was meant. But this isn't a 1955 type space frame. It looks much more like a Chinese copy of the 1954 twin tube, De Dion axle Lagonda chassis designed, as George says, by Professor Eberhorst. But isn't that final drive from a DB 3-litre? Close examination suggests it is, except for the handbrake operating arms. The bleed screws are similar, so is the breather, and I think I can see the little pointer on the brake drum that you have to line up to adjust the brakes.

Now that axle looks a bit marginal to transmit the torque of a V.12. The 3-litre produced 166 lb./ft. and a standard V.12 208 lb./ft., but one does not know what reserves of strength the DB axle has. But then the car has not run for years, if ever, and may strip its differential the first day!

As to the history of this car, I am as much in the dark as anyone else. It was obviously built up by a Lagonda enthusiast who owned parts of a V.12 and of a DB 3-litre and who greatly admired Professor Eberhorst's chassis



GWR

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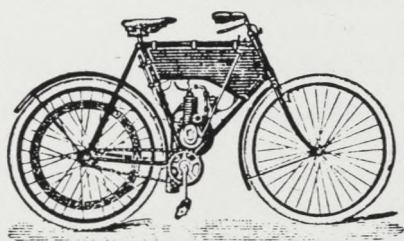
YOU NAME IT - THIS MACHINE MADE IT THROUGHOUT
THE 1920's AND 1930's. NOW RESTORED TO ITS
ORIGINAL CONDITION.

design. One thing I am confident it isn't is a "Team Car", since they are all accounted for now that the Wyer memoirs are public. Nor is the engine one of the 1939 racers, since they are both accounted for as well, even though evidence is slowly accumulating that, historically we have always had them the wrong way round and the Selsdon car is the one in Canada and the Brackenbury car is John Rees's.

One last point is that the builder of the car was ill-advised to bolt the gearbox output to the pinion shaft. In use, the gearbox is bound to have torsional movements between power on and off but the final drive cannot move in this way and the net result must be an extremely harsh transmission and possibly broken bolts between the gearbox and axle. It needs some torsional flexibility at the joint.

The production model of the DB V.12 was going to be another Ferrari-eater in its own way. The chassis was to have been constructed so that the geometry of the rear suspension could be altered from the cockpit and oversteer or understeer would be available to order. Anyone who has followed an energetically driven 2.6 will see why this was envisaged. One car was built, of which a photo appeared in "Thoroughbred & Classic Car" as one of their puzzles. The V.12 was still giving endless trouble and an early 3-litre engine was installed, but this engine was not really powerful enough to test the suspension properly to its limits. Frank Feeley drove the car and found that the variable suspension worked very well but there was a chance of total disaster if you didn't use the adjustment very often and forgot which way to turn it. When the V.12 engine developed was abandoned, so was this project. Nowadays the Porsche 928 has a somewhat similar concept in its rear suspension but the adjustment is automatic and cannot be turned the wrong way.

ARNOLD DAVEY



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Don't wait for your teeth to break

THESE NOTES are concerning T.8 and G.9 gearboxes fitted to M.45s and LG.45s. Second and third gears often break in these gearboxes and it is alleged that the double helical design is weak for the massive power generated by these huge $4\frac{1}{2}$ engines which I suggest is rubbish. Another theory is that people knock off wheels with the car in gear and that certainly won't help matters. The main reason for broken gears in my opinion is bearing wear of various types. One cause of bearing wear is a change of oil from Castrol R to mineral oil which never works properly unless the gearbox is completely stripped and cleaned in the process. If left, the old film of Castrol R seems to prevent the mineral oil working. I have also found that the bearings carrying the input and output shafts have come loose and have enlarged the aluminium recess in the gearbox casing that holds them. Later gearboxes were machined and had steel inserts to prevent this.

There is a bearing made of phosphor bronze on the spigot that carries the front of the output shaft in the input shaft and I have found these very badly worn and in one case seized up and collapsed. Bearing faults like this must put incredible loads onto the constant mesh gears and I suggest these are the main reason for failure.

The job of replacing all the bearings and oil seal is quite straightforward and well worth doing this winter. They are readily available apart from the spigot one which you would have to have made (club spares scheme?) and all very much cheaper than having new gears cut.

If you have lost a tooth from a gear without a major chew up you might consider what I had done in one case. I had a new tooth built up with arc welding and then had a young apprentice spend a few days with pin files, filing the weld to shape using a gauge cut to a section of three good teeth. It is important to use nickel chrome welding rod which will cause the new tooth to work harden in service thus avoiding the need for heat treatment of the repaired gear. I have also had the splines on the inside of the third gears built up this way to stop the gearbox jumping out of top which they do when worn too much.

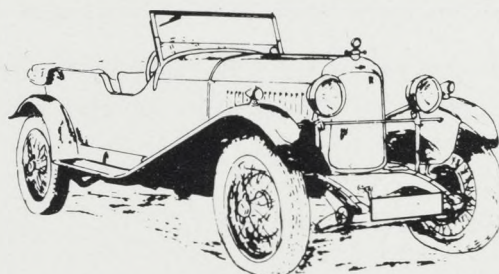
When re-installing the gearbox it is well

worth spending a lot of time making sure that the engine and gearbox are correctly lined up. I should think that 60-70 per cent of $4\frac{1}{2}$ -litre cars are driving about with misaligned gearboxes and it really does spoil the "feel" of the car.

On a completely different subject I have found an interesting problem develop when fitting exchange rocker gear onto LG.45 engines. If the rocker gear is originally off an M.45, then the bulge under the rocker can strike the large round washer on top of the valve springs. This can cause the valves to remain open even though the gap between the rocker and valve cap is set O.K.

The evidence is loss of power and piston flutter in the carburettors and misfiring when hot. My white LG.45 was like this for two years before I discovered it! Only had to file a little off the bulge on the rockers to sort out the problem.

DAVID HINE



WANTED!

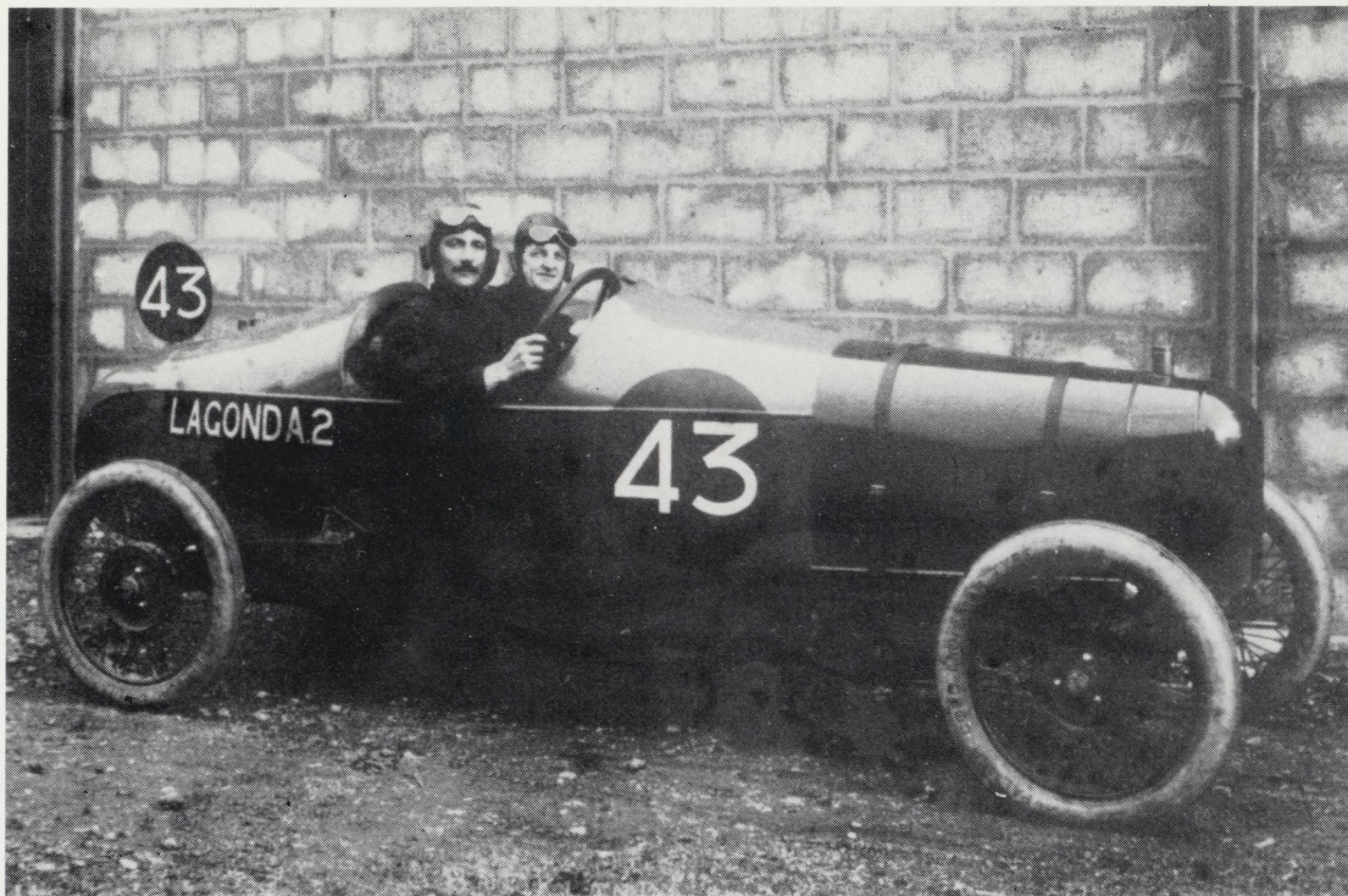
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Bert Hammond with mechanic Clem Logan in the 200 Mile Race car at Brooklands in October 1921.

Below, Bert in ebullient mood.



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The New Forest Tour

Sunday 21st June

WHEN ALEC DOWNIE suggested to me at the Northern Dinner that it would be in order to move the rally nearer to my home in Surrey, I was very tempted to start the event from the "Prince of Wales", Esher, an establishment catering for Grotneys and Bentley drivers. Anyway we haven't got a New Forest in Esher so Jenny and I decided to base the tour around the New Forest Lodge at Ower.

We first bought a map—I'm still certain this is the correct thing to do—and went over the route twice on Good Friday, working out the clues some days later.

The week before the event we were still three cars short of the 12 required but I managed to get Paul and Tony Watt and "Lucy" to promise to come. Colin Bugler very sensibly said he preferred to get the car locked safely in the garage after each event before entering another and he too promised to join us. This made the numbers up to 11, even entering my own car, to be driven by my brother, Kit.

Jenny and I again checked the course the day before. If my car could squeeze through those narrow lanes there could be no complaint from the entrants. We also had to delete two and alter two questions as these could have been considered a mite confusing.

The Lagondas started to roll in shortly after 9.15 on Sunday and we started the tour at 10.15. Paul and Tony Watt were the first away but didn't get very far. Lucy turned the wrong way and took them on a complete tour of the hotel car park before she found the way out. We quickly despatched the second car to show Lucy the way and all cars had departed by 10.25. The organisers chose a couple of spots to keep an eye on happenings. The first was by our rather "clever" loop, but the field was too well spread out by now and it did not cause the predicted confusion. Five cars passed us here and after waiting some time we left to try and find the others. We next spotted my Lagonda driven by Kit—"Phil, we've been in a ditch, have it all on film, see you later". We didn't know quite what they meant and as the car showed no visible sign of damage, we let them go on their way.

We now arrived at our second look-out and realised we were in front of the cars. We waited for seven cars to pass by, received a lot of grim looks, and then back-tracked to find the other four. First we met Peter Jones in his very pretty 1935 Aston and then the Watt brothers still going strong. Two miles down the road we came across Peter Whenman in the 2-litre but were very worried not to have seen Joe Harding until Peter told us he was in the "Bear and Ragged Staff" another three miles still further back. This meant that Joe had only completed 24 of the 43 questions and only 13.2 of the 31 miles in three-quarters of the time. What had he been up to?—"Oh! Landed in a ditch. We're not taking this seriously, far too difficult, we'll have lunch on the way, don't wait for us". So we shot off at high speed to greet the cars which we knew would already be back at the hotel.

We had arranged for the buffet lunch to start at 1.30 p.m., but managed to delay the eating until 1.55. Pat Howard, manageress of the New Forest Lodge, was simply wonderful. She kept back food for the late arrivals and arranged for the bar to stay open well past time. Joe Harding's car was the last to arrive

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

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home, having made incredible time over the last part of the course. It transpired that very early in the tour, in his eagerness to reverse back to find a clue already spotted by my brother, Joe was paying little attention to where he was driving. I am assured by one member that when Joe's bonnet leapt into the sky the smug smile actually disappeared for just one moment. The near side wheels had fallen down a 2 ft ditch and the M.45 was resting squarely on its sump. As luck would have it a lorry pulled up soon afterwards and two men offered help. Joe didn't think that two more would swell the numbers enough to lift the car, but, surprisingly, five more jumped out and the car was placed in the correct position (on the road). Alas, Sandy still failed to find the correct answer to this question.

After lunch we read the results and gave the champagne away, with a special prize for Paul, Tony and Lucy Watt who we were all pleased to see again. Joe Harding has intimated his willingness to run the event next year, so please let's have a good turnout.

I would like to thank all those brave people who took part and do hope they enjoyed themselves. Also, special thanks to Jenny for all her help and to Pat Howard at the New Forest Lodge.

RESULTS:

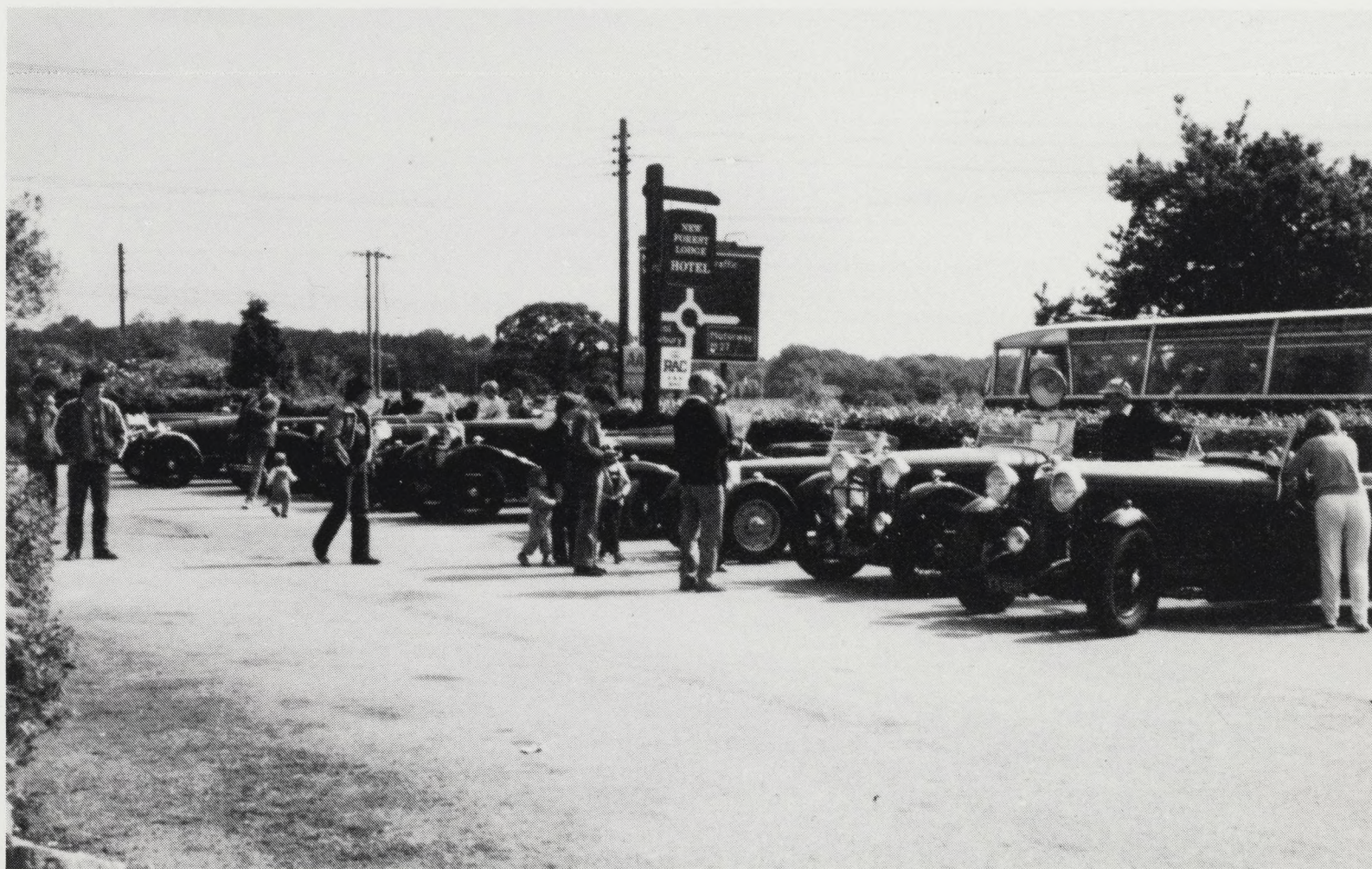
		points
*1. (Honorary) Kit Erhardt	M.45	42
1. Joe Harding	M.45	33
2. Peter Jones	Aston 1935	30½
3. Richard Campbell	M.45	28½
4. Alan Elliott	2-litre	28½
5. Colin Bugler	LG.45	24
6. Stephen Weld	Crossley	23½
7. Richard Sage	16/80	23
8. Peter Whenman	2-litre	22
9. Alec Downie	2-litre H/C	20
10. Paul Watt	Lucy	20

*P.S. Very brave of me to give this result!

PHIL ERHARDT

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F.I.V.A. 1981-SICILY

IT WAS early in January that the seed of adventure was sown after reading the V.S.C.C. Newsletter. "F.I.V.A. Rally—Sicily", it said. What a marvellous thought—and this it proved to be. After a long wait and lots of help from Peter Hull and many others including John who completely overhauled the little 11.9 engine and indeed the whole car, we received a telegram bearing the one word, "ACCEPTED". Wonderful! With no cares in the world and overjoyed at the thought that the adventure was really to materialise, I rang a good friend of mine, Audrey, to ask if she would join me. The answer was yes, and so we were to become known to the rally as "the two charming ladies from England"...!!

May 4th came all too quickly and on a very cold spring evening we drove to Southampton and were given a good send-off by family and friends. On the dockside we met up with Lord Montagu's Prince Henry Vauxhall driven by Howard Wilson. He proved to be a marvellous friend, helping us through Paris the next day on our planned route down the Champs Elysee and through the Place de la Concorde (never again—the traffic!!) to the railway station at Bercy.

There we met Jeremy Collins and Heidi in their Star, and Stev and Edna with their Austin 12. We drove the cars up onto the motorail wagon ourselves and then made for our compartments for a well-earned rest. And so to Nice. From there we drove more or less in convoy to Genoa crossing the border at Ventemiglia where we had a very amusing time. The border officers were so overwhelmed at the sight of the cars that they forgot to ask us for our passports. They were so excited they just waved us on!

In Genoa we finally found our hotel, and after persuading the porter that a multi-storey car park was not Juliette's resting place, we were finally shown to an underground tunnel car park where a delightful, aged attendant with a gnarled and wrinkled face fell upon her and cried "Magnificent"!

So far the only mechanical fault had been a blocked jet which was easily rectified.

The following morning we drove down to the Terrenia dock. Here was all the excitement and hubbub of the start of the rally. The

checking in, collecting of papers and passing of forms, and then the long wait until the announcement of boarding. It was here that the fun began. At last the barrier was raised and we were the first through. An excited official shouted, "Ticket!" What ticket? We were banished to the far end of the dock as likewise, to our relief, were the next 20 cars! The noise and the waving of arms and the excited conversation had to be heard to be believed. It transpired that there had been a block booking, so finally we were allowed to board.

After a smooth trip we docked some 24 hours later at Palermo. Here, after being assembled, we were led out of the town by the police who escorted us all the way to our first stop—the Hotel Costa Verdi at Cefalu.

Palermo's blocked and rough roads nearly caused the 11.9 to come to grief as they caused the hub nuts to come loose and a wheel almost parted company. However, some marvellous and humorous entrants from Switzerland helped to jack her up and managed to find some more nuts to replace the lost ones. Then number three exhaust valve stuck...! We limped to Cefalu and once again the Swiss came to the rescue knowing exactly what to do. This fault was to happen once again but except for that the little car behaved beautifully.

From Cefalu we travelled to Catania, Etna and Nicolosi Siracusa, and to Enn Perjusa. It was here that we had our first contest, driving the Catania-Etna route from Nicolosi to the Roadmenders Hut—a climb of about 1,800 metres in only 730 metres. What a view! The sight of the lava flow from the last eruption and the terror this must have caused was really brought home to us.

The following day at Siracusa we had our second contest along the circuit of that name and on the next day we went to the circuit of Enn Pergusa. This proved to be a disaster for we were treated to a tropical storm. We were out on the circuit and literally could not see our way round the chicane. We were completely drowned. However we managed to get back to the cover of the pits where we were able to dry out.

At last we were given a day off and were

taken in coaches to Agrigento to see the mosaics and archaeological area of The Valley Of The Temples—absolutely fascinating.

Finally we returned to Cefalu and the Hotel Costa Verdi for the last few days. During this time we were taken to the local brewery to taste the local wine and we were generously given some to bring home. On the last Saturday we drove to Cerda and so to drive the 72 kilometer circuit of the Targa Florio. What a fantastic circuit. High up in the mountains we saw an old goat herdsman, a sight which took one back to a scene of thousands of years ago. And so the rally drew to a close with a Sicilian dinner that evening followed by prize giving.

I cannot begin to describe the gaiety and esprit de corps that was so apparent to us. We will never forget the patience of the police and the constant help they gave us along the routes; the friendliness and cheering of the

populous wherever we went; the clapping and shouts of "Bravo"! and the gifts we had showered upon us; the beautiful roads, the sight and smell of the wild flowers, the roadside brooms, the lemon and orange groves and the wildness and remoteness of many parts of the island.

It was the first rally abroad that I had entered and I could not have chosen a more glorious country or event. We were entertained royally by the Sicilian dancers and singing groups, and I can but say thank you for such a marvellous experience.

In all the little Lag did 1,300 miles and apart from those initial problems she behaved perfectly. There were eight other cars from Britain and the majority of entries were from the European countries.

FREDA ROBERTS

(We can all add "Bravo" to that! Ed.)

Rallying in France

IN THE hope that it might stimulate other persons to take their Lagondas across that strip of water, I am taking the time to recount some of the experiences gained in my recent travels abroad in the Lagonda.

In 1980 we entered in the Dunlop Loire Rally, organised by the V.S.C.C., and what a splendid seven days, not counting the two days it took us to get over it, it turned out to be. The organisation and hospitality were superb. The rehearsal for World War III started at Newhaven, 35 cars in all, of all makes, with a splendid reception, a police convoy to the boat, and on the boat we were welcomed aboard by the captain with suitable liquid refreshments plus a fine meal. After a trouble free crossing we arrived at the Hotel Le Presidence in Dieppe where we staggered upstairs to try to catch up on some sleep. The next morning we drove to the Benedictine Monastery where we had a superb lunch. The M.45 was chosen along with a Rolls and a Bugatti to stand outside the Monastery for a photographic session. Returning from lunch we found in our car two large bottles of Benedictine liqueur. We then had a drive through the town with a police escort. The following day we made our way to the Le Mans circuit where we had a superb lunch and were given our head round the shorter Bugatti circuit. Having with me two Dunlop guests in

the back of the M.45 I tried to curb my enthusiasm somewhat but it being such a lovely day and seeing so many lovely cars going around the circuit it was not easy. There were two other Lagondas in the Rally, plus the Rapier of President James Crocker, who on *one* occasion whilst going round the circuit was seen to have four wheels on the ground at the same time, though only for a short distance! After lunch we went to the Ackerman's champagne vineyard where we were received with an endless supply of this very, very drinkable wine. The M.45 was prominent here, or perhaps it was Margaret, but we were presented along with the normal three bottle pack per person with a special prize of a magnum of champagne. The car was now beginning to take on the appearance of a mobile off-licence!

The next day we drove to Chartres and to a reception at Christian Dior where we were received by the Mayor of Lyons, a very attractive lady. Each car was once again to receive gifts in the form of after-shave for the men and perfume for the ladies—but you could swap if you wanted! Next day saw us driving to Jackie Pischon's museum and restaurant at Cleres. A must for anyone with time to spare in the Dieppe area. There again we had a very memorable lunch with plenty of wine to be followed by a drive back to the

Hotel Le Presidence at Dieppe and change for the final dinner dance at the casino. By this time certain members of the party were looking as though they had just been dug up. Finally next morning we had a reception at the Hotel Le Presidence prior to embarkation. We had yet another lovely meal and a very nice crossing to the Mercury Inn at Newhaven where we said goodbye to our Dunlop guests and our new found friends from Scotland, who went away vowing to acquire a proper car.

In the duration of the Rally approximately 1,500 miles the M.45 behaved absolutely splendidly, so much so that I committed myself and entered the Escargot D'or in May of this year. We took the LG.6 Rapide, it being a more civilised and comfortable car for the extra mileage entailed. It proved to be approximately 2,700 miles on this occasion. As the Rally was to actually start from Juan Les Pins we departed from Hull to Zeebrugge, and I would thoroughly recommend this crossing for anyone from up North. The meal on board was superb and the cabin adequate and we were well fortified for the early start next day with a full English breakfast, all inclusive with the fare.

First day we did 380 miles on generally very good roads. The following day we experienced very heavy rain. We did 375 miles. We arrived at Juan Les Pins with the rest of the entrants from all over Europe;

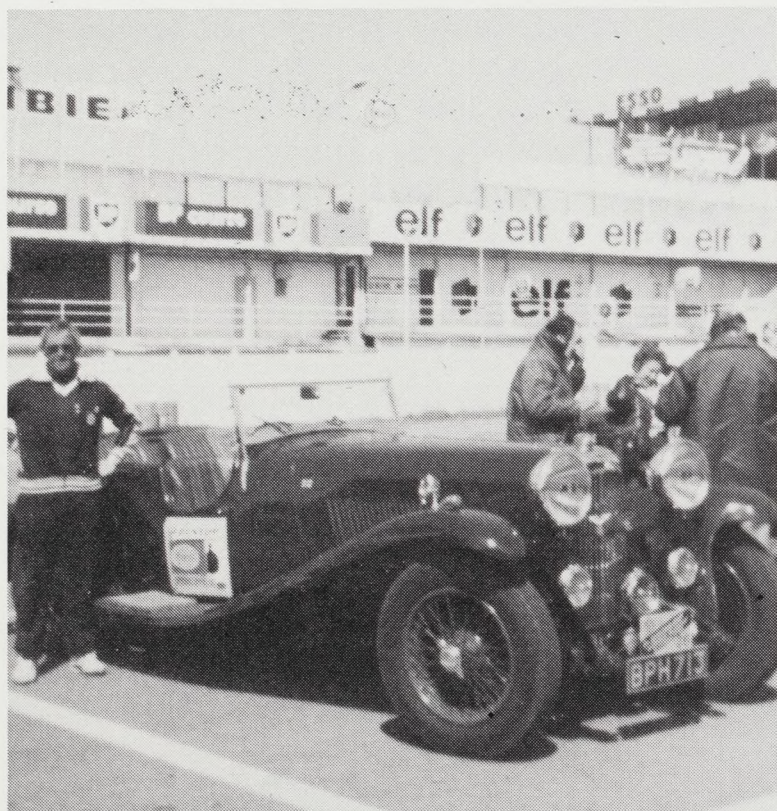
approximately 40 vehicles—12 from England including a number of Austin 7's. Some of the drivers had taken their cars by train and intended to drive back. There were a number of Bentleys, 3½-, 4½- and 6½- and just our Lagonda.

The next few days were taken up with the usual round of drinking and eating, and whilst it was not quite as well organised as the Dunlop Loire Rally, due evidently to certain sponsors withdrawing because of the economic climate, it was very, very enjoyable.

I feel bound to say that I feel very surprised that there are not more Lagondas on these sort of gatherings, or indeed that owners have not organised some of their own. Whilst I would not advocate going quite as far as the South of France or Italy, I feel there are some superb areas for touring in Brittany. Indeed it is difficult to imagine a more perfect setting for our sort of cars. They are really almost perfect for touring in that sort of area especially out of the main tourist season. The costs I do not find to be anything excessive; indeed I would go so far as to say that good food costs considerably less in this area of France now. The reception to cars like ours is really something that has to be seen to be believed, and speaking personally I find that if one encounters any difficulties they are usually pleased to help.

I hope you find the above of some interest.

ROY HATFIELD



The Dunlop Loire Rally at Le Mans



In costume on the Escargot d'Or Rally

Letters to the Editor

From Mr. G. W. Ossam (ex Lagonda Co. Ltd.)

Dear Sir—Many thanks for the Lagonda magazines. I look back to when I was a teenager and remember the first Lagondas with the round fronted radiators and rounded luggage at the back. I could tell you many tales of the work we did as body builders. My workmate and I (one on the nearside and one on the off) received £3.10.0 at piece work rates to build an open tourer. On this sum we made £1 clear profit! There were many types of cars—W.2, W.4, W.7, open tourer, speed tourer, Rapier. Of these models the Weymann type W.2 was unpopular with the body builders as it was not possible to make a bonus on this type. Show models too were not liked as these were constructed as day work and without bonus. Le Mans bodies also fell into this latter category.

My partner and I built one of the Le Mans bodies after which the car had an eight hour test at the Brooklands Track. The car was then returned to the works where all the screws were taken out of the coachwork and replaced by screws a size longer. When the cars returned to England after the race, Lagonda hired the track at Brooklands for a day. This was of course a sales stunt. Dunlop, Lucas and other accessory manufacturers would offer prizes for the many races that would be held that day. The latest Lagondas were entered for each race and naturally won but if a private owner brought his Lagonda into second place he would collect the prize.

Finally at the end of the day between four

and six p.m. the track was thrown open to any Lagonda owner to drive his car at his own risk. My youngest sister was at that time working in the Buying department at Staines. It was arranged that she, her boss and I would be taken round Brooklands in the Le Mans car by Bert Hammond, the Works test driver. As we reached 97 m.p.h. it seemed no sooner had we started than we had stopped!

My sister related the story of how an elderly gentleman living at Englefield Green used to order a new open tourer every year. He was particular about the colour of the car and used to send a coloured handkerchief for the colour match for the paint. This caused many headaches!

Kind regards,
G. W. OSSAM
6 Highfield Drive,
Ewell, Surrey.

David Brown Cars in U.S.A.

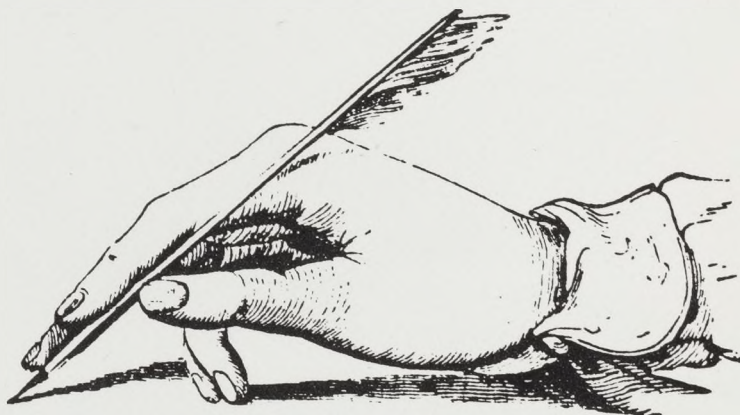
Dear Sir—Two years ago I purchased a 1953 Lagonda, 2.6-litre coupé (sun roof) VB6J 64, body: Tickford LAG50.539, head stamp 60371, and English Tag KKK 62. This car was brought from England to Hartford, Connecticut in 1966 and was never titled there due to the type of glass and the engine became frozen shortly thereafter. I stored this car as a parts car for my 1955 Lagonda Convertible (new engine now), VB6H597, that will be painted the lighter British Racing Green, soon. The frozen 1953 2.6-litre engine was unfrozen after 15 years in 30 minutes by a mechanic friend, Paul Davis. Paul took the spark plugs out and adding the magic formula: two cars (pint sized) Marvel Mystery Oil, one quart Heavy Duty Brake Fluid and turning the engine with the Lagonda crank. The next day a new electric fuel pump and a bypass fuel line, two new 6 volt batteries

"LAGONDA — A HISTORY OF THE MARQUE"

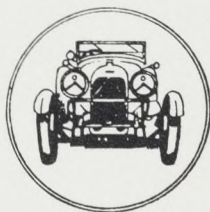
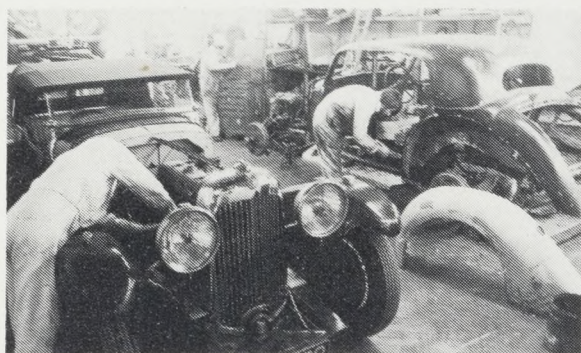
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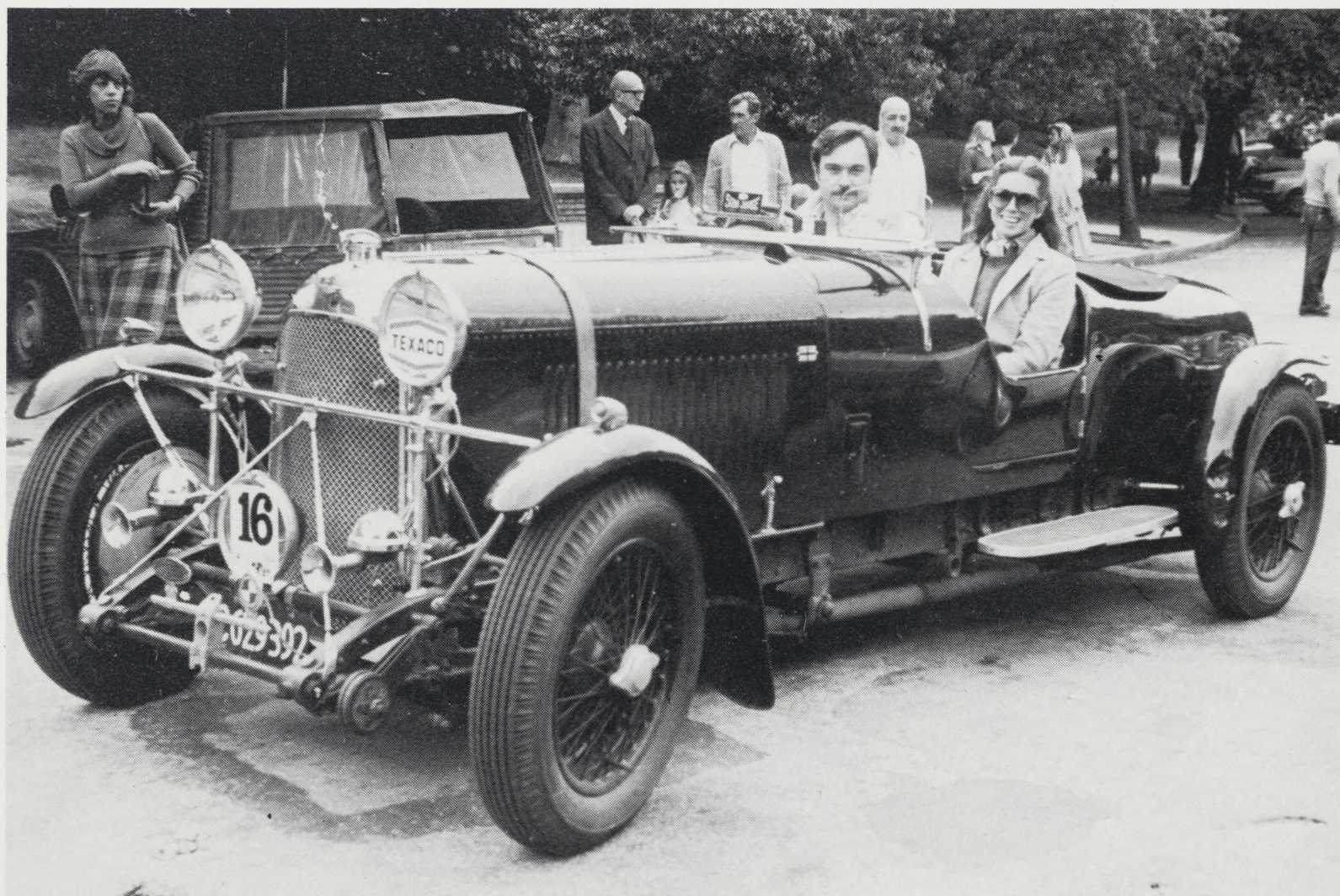
VINTAGE MOTOR CAR RESTORATION



The above photographs show three Lagondas undergoing restoration in one of our workshops. They are a 3½-litre tourer, an LG.6 saloon and an LG.45 tourer. I have a special interest in this marque, having owned Lagondas for the past 19 years, covering thousands of miles and having spent thousands of hours in their restoration. Over the years I have gathered together a team of skilled craftsmen who you see above. They are all specialists in their own fields of motor vehicle renovation. My premises are spacious and well equipped and whatever work is required to your Lagonda, be it a minor repair or a complete rebuild, you may rest assured that we offer you a comprehensive restoration service of the highest quality.

CONTACT: **DAVID A. C. ROYLE**

V.M.C.R., THE OLD SCHOOL, STAINDROP, DARLINGTON,
CO. DURHAM. TEL: STAINDROP (0833) 60452/60630.



The M.45 referred to by Michael Sedgwick in "Letters to the Editor"

and six new spark plugs and Paul drove the car 2.5 miles to his house to check over the strange new breed of "Born Again . . . Lagonda". The radio works, and the new Connolly grey hide, vinyl and Wilton carpet I picked up in London last July may stretch enough to do both cars—the 1953 Coupé and the 1955 Convertible.

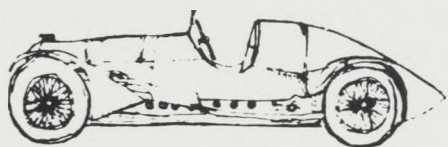
The 1953 Lagonda Sunroof coupé has a Plexiglass Wind Deflector and is being stripped of the one original coat of Aston Martin blue for a repaint of the same colour. The gas line and Jackall lines are going to be cleaned out and then should work fine! This stick shift car needs a new Smith Tach (for two other dash instruments), two needles and three Smith glass covers, and a new set of black plastic punch buttons for the working Radiomobile Radio, and two red tailight lens or complete assembly—Lucas 46-4A.

How many 3-litre coupés and Convertibles (12 est.) still remain? I would like to hear from original 1953 Lagonda S.R. Coupé owner. I have owned three Bentleys in the past, now two Lagondas, anybody want to make it three? The 1953 Lagonda car has 69,000 miles.

COL. ROY GEORGIA (G.20)

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Contact: Bill Evans (E.14 2-litre L.C. owner)

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Evenings — Weekends

That was a good idea!

Dear Sir—M.45, gradually running hotter as the years rolled by, going on F.I.V.A. rally to Sicily—Targa Whatsit, could only cruise around 55 in temperate climate!

The "knowledgeable" said "tut, tut, all is lost, cost yer 5, 6, £700 at least if they will do it". As I am very poor and utterly mean, despair prevailed and proprietary (can't spell it!) tins of Radfluid, etc., were stuffed in the rad. Utter rubbish! Hydrochloric acid from the chemists, with the necessary inhibitor to follow, was only marginally effective, with the rad out of the car of course. Next "Harpic" from the downstairs bog brought out quite a bit, but on reassembly, it was obvious that the smirk on the face of the prophet of doom was becoming justified and the specialists would be in business (if they wanted to of course) for a sum equal to what I paid for AXO 773 in the first place.

Never! Out came the rad. Out came the kitchen tin opener, drills and hacksaw blade, back curled the bottom of the radiator like a sardine tin. There exposed before my eyes was the chronic constipation. Only 10 or so of the 200 tubes were open, and they were badly restricted too. After hours of prodding and flushing, some success; but best of all was a piece of inner speedo type cable, cut to the right length (about 22 ins.) and frayed a little at one end, did the touch, when driven by an electric drill and guided by hand in the middle until it penetrated right through. A little washing-up liquid and water helped lubricate and clean at the same time. Anyway, after a long time, all the tubes were clear and two with old leaks were sealed off.

Now she runs between 65 and 70°C with the fan disconnected and with the rad shutters closed most of the time!

No charge, except a packet of fags to a friend who put a few braze welds at key points before the bottom plates were resealed with solder.

A. H. "WITT" WITTERIDGE

Coleshill, Warwickshire.

MAGAZINE CONTRIBUTIONS

**WINTER: NOVEMBER 15th
SPRING: FEBRUARY 15th
SUMMER: MAY 15th
AUTUMN: AUGUST 15th**

Competitions

Dear Sir—Iain Macdonald's letter regarding the need to whip up enthusiasm spurs me

to put pen to paper. Recently I found a programme for the 1969 Bentley Drivers' Silverstone meeting. On that occasion we could field 15 Lagondas, ranging from Freda Roberts' 11.9 to one of Maurice Leo's post-war V.12 racers. In 1980 only three Lagondas competed in the Lagonda/Bentley race.

Members really are missing a lot.

There are often many Lagondas in the car parks at race meetings and hill-climbs, proving that there are plenty of members who are *interested*. Why not enter? I find that the biggest expense is the cost of the petrol consumed on the journeys to and from the meetings—the cost of a licence and entry fee is not prohibitive and the extra enjoyment more than compensates for the additional expenditure.

As far as safety is concerned, I believe that 50 miles around Silverstone is no more dangerous than 500 miles on public roads on a Summer weekend.

Too many cars rarely see the light of day. The "Polish-it" brigade who only venture out when the weather is suitable might well find that they would enjoy their Lagonda motoring far more if they helped to maintain the marque's name as a *sports* car by taking part in motor sport.

COLIN BUGLER (B.9)

Otterbourne, Hants.

A long journey home

Dear Sir—As you may have heard from Bob Crane, I now have my M.45R (CPD 937) back home after its successful F.I.V.A. Rally in Ireland two years ago. It took first place in its class. From there it went into the museum at Stratford-upon-Avon; then in November 1980 I collected the car from there and spent several days with one of its original owners—Harry Wareham—before driving it down to Southampton.

The car and I travelled back to New York on the Queen Elizabeth II and then drove the final 1,200 miles home to Milwaukee.

My best for a marvellous Lagonda summer.

FRED BERNDT

Milwaukee, Wisconsin,
U.S.A.

The not so Le Mans M.45?

Dear Sir—I thought the Lagonda Club might be interested in the attached photograph of a 4½-litre Lagonda belonging to Senhor Alfred

Renner of Montevideo, which runs in local rallies as THE Hindmarsh-Fontes 1935 Le Mans winner. The body certainly looks Fox and Nicholl O.K., but I'd reserve judgement beyond this point. Photo, by the way, came from my good friend Alvaro Casal Tatlock of Montevideo and will probably go back to him—but you're welcome to use it in LAGONDA.

I do not have chassis or engine serials for this car, but feel sure it must be known to you.

MICHAEL SEDGWICK

Midhurst,

West Sussex

(See photo p.24)

Technical Articles

Dear Sir—I echo to some degree the sentiments expressed by M. K. Waistell in the Spring issue of the Club Magazine.

I'm not so sure that I need an "identity kit" of committee members, especially as I usually read the magazine at breakfast time when I am at my most fragile, nor can I see the problem regarding some of the other services Mr. Waistell requires as all the publications that owners of Lagonda cars might read carry a surfeit of adverts for this type of thing. As for photographs and data of the cars themselves he can obtain a copy of Davey and May's book for starters.

What I miss, and I suspect Mr. Waistell and many others, is the really practical information about the innards of our cars that cannot be gleaned from any source other than that of solid experience with the products of Staines. Such as who made the thermostats that operated the radiator shutters, are they still in business and if so where are they today? What to do with a scraunched-up oil filter/scrapper, can new parts be obtained, and if so again, where from? How to set up a rebuilt engine timing when there are no less than five marks on the fly wheel instead of the three as stated in the owners handbook, little niceties that if one knew the answer to would save untold time, beer, and temper.

The article by Brian Dearden-Briggs on André Hartford "shock absorbers", sorry Brian, "dampers" is a case in point. Here we have straightforward layman's language, minimum of fogging with unnecessary technical description, and all you need is a spring balance. Brian, my thanks to you as I have been mucking around with the dampers on my rebuild for weeks, now half an hour and I have a starting point.

There must be vast reserves of this sort of knowledge in the club, as yet untapped, and though it's very nice to learn that Mr. So and So has married Miss So and So, whose brother owns an LG.6, and drove them to the church in the bridegroom's M.45 Tourer, I'd much rather know the sequence of operations necessary to remove and repair the knackered-up clutch stop, clutch, and gearbox on my own M.45.

I've just completed the rebuild of a 16/80 saloon that came my way a few years ago replacing the tired old body with a replica tourer one and rebuilding just about every other part on the way. So far I have logged 1,450 hours, but without the knowledge that I have pestered out of such knowledgeable folk as John Ryder, Clive Sherwood and John Ward I would still have another 1,500 hours to go.

Please, all you worthy people with so much worth knowing; please put down your pint for a few minutes and set down on paper some of your store of wisdom in things Lagonda for the benefit of those lesser mortals like me, who though faithful, struggle blindly on, doing everything three times, once to find out how to do it, twice to get it right and again to satisfy the criticism encountered when you humbly present your work to such elder brethren mentioned above.

P. G. TOWERS

Barnt Green, Birmingham

The Le Mans M.45R Team Car

Dear Sir—I'm responding to the notice in the March Newsletter about BPK 201, the M.45R Team Car that I owned for 17 years, selling it, I believe, in 1970, to Breene Kerr of Oklahoma City, Oklahoma (who, quite incidentally) said at the time that he would never sell it, he was so in love with it.

Apparently he did, anyway. I heard from someone that it had returned to the U.K., and felt rather good about that.

My advice from various sources was that it was the reserve car in the 1935 Le Mans race, with BPK 202/203 (I forget) the winner, and the reserve coming in 8th, as I recall, with a broken gearbox.

My reason for writing, however, is to place myself in position as one knowledgeable about what happened to the car while I had it, in case the present owner wishes to know what I know. I believe I gave most of the

records to Mr. Kerr, but I know how to reach him if that is necessary.

I agree with Robbie Hewitt's assessment, sort of: "go-faster rattleboxes". But it had virtues other than go-fast. Such as super-accurate steering, which was so fast (as we say here) that you had only to yank on the wheel to change lanes. Also a very robust car. I never took the head off in 17 years, just changed plugs and tried to balance the S.U. carbs. It never failed me apart from overheating.

Well, hello and goodbye. If anyone like the owner wants to contact me, my name and address are on the envelope. And if you wish to publish this letter in the Magazine, fine.

G. B. CALKINS

Room 416, The Seasons,
4710 Bethesda Avenue,
Bethesda,
Maryland, 20014,
U.S.A.

A Recommendation

Dear Sir—It makes a pleasant change to be able to recommend someone on the basis of service "beyond the call of duty", and Chris Johnson, of Post Vintage Engineers, Barwick in Elmet, deserves a star rating for his assistance to me when my LG.45 gearbox packed up on the first day of the Northern Tour.

I arranged for a spare V.12 box to be sent to Leeds station and Chris spent a great deal of his own time waiting for British Rail to shape themselves up and produce the box.

He brought it back to Ted Townsley's well known garage, from whence he operates, and worked with me well into the evening to effect a changeover. (The two boxes are not simply interchangeable.)

Without his help (and some prodigious feats of lifting by John Townsley) I would not have been able to get on my way and make the hotel for the evening.

Chris is a very skilled mechanic and restorer of old cars in a variety of skills and I have no hesitation in recommending him.

Usual disclaimers—I had not met Chris before and have no axe to grind.

The rally tour was another success and was greatly enjoyed (using all four gears).

NIGEL HALL

Mottram-en-Longdendale,
Cheshire



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