



THE MAGAZINE OF THE LAGONDA CLUB

Number 112

Winter 1981



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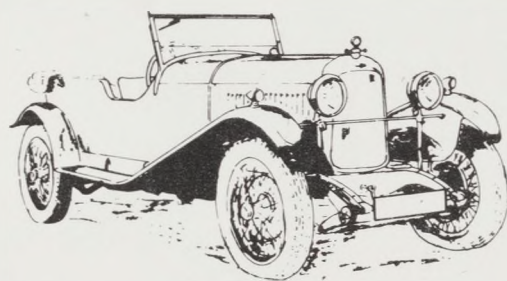
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MAGAZINE

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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: Conrad Mann's two thoroughbreds. See "Out and About".

Photo: Louis Klementaski

Out and About

"A very successful AGM, despite the weather", was the verdict of all those who went to the Oatlands Park Hotel at Weybridge in September. The weather may have been daunting but this did not prevent a large contingent of Lagondas arriving in great style through the morning. The Club Spares Stall, with all sorts of interesting bits and pieces for sale, soon attracted a large crowd. The AGM's location and facilities seemed to meet with everyone's approval and there seems little doubt that it will be a case of "see you there next September". A full report on the day by ROGER SEABROOK appears in this issue.

★ ★ ★ ★

My pleas for copy for the Magazine have brought forth a really splendid response from members—most of recent Lagonda events have been covered by reporters, thanks to some chivvyng up by Messrs. BATT and ODY. The articles in this issue will show the wide variety of events and rallies that our members tackle.

★ ★ ★ ★

Ivan Forshaw writes to tell us of the death at the age of 86 of Air Chief Marshal Sir Alec Coryton, who was in his time a distinguished member of the 2-litre Register. Sir Alec was the owner of a low chassis Speed Model and Ivan has offered to write us further on Sir Alec's connection with our Club. It will be of great interest.

★ ★ ★ ★

When writing in the last magazine about the "Police Lagonda", Herb Schofield asked if a Lagonda had been in the same ownership for a longer period of time. CONRAD MANN, Club Member from Tenterden in Kent, points out that he bought his M.45 Tourer new in February 1934 and has used it continuously ever since except for laying the car up during World War II. Conrad has reached a mileage of 327,000 and still averages about 1,700 miles each year in the car. Can anyone beat that?

★ ★ ★ ★

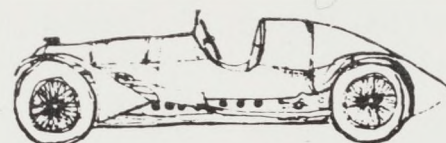
We were pleased to see a resumption of the American Lagonda Newsletter written by the ever stalwart BOB OHNSTAD. If you want to get in touch with him about Lagonda Americana, then his new address is: 1730 S.W. 29th Court, Gresham, Oregon, 97030. Tel: 503-661-4971.

Amongst Bob's current news is that John Fitzpatrick is restoring his LG.45 and has been researching into the availability of various pieces of extruded rubber required for his car. These apply to the bonnet cowling, firewall sealant to cockpit, window vents and headlight bar pad. John might be able to order small batches of some of these extrusions if there is sufficient interest. Anyone who wants to know more or who can help John can reach him at: 4140 Quartz Court, Redding, California 96001.

★ ★ ★ ★

Stephen Weld writes to say that his present Adjutant's father owned a Lagonda in or around 1947. It was an LG.45, registration number BVC 918. Where is it now?

★ ★ ★ ★



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Available from the Secretary

Club AGM

Saturday 26th September 1981

WAKING ON the Saturday morning I thought to myself "I'll pop along to the garage, get the 2-litre MOT'd and then drive down to the AGM in the lovely warm sunshine we are going to have today". As it turned out I had to mend a broken cistern in the lavatory, miss the MOT appointment, and rush off to the AGM (in my modern) in the POURING RAIN. It was jolly cold too!

This year the AGM moved to a new venue at the Oatlands Park Hotel near Weybridge. The hotel is run by a Temperance company, which meant that the Lagonda Club had to organise its own bar. Apparently the company has since abandoned its temperance stance, no doubt when the management saw how much profit could be made in a short time from clubs such as ours. The hotel has beautiful and extensive grounds with fine, well kept lawns and nicely tarmacked drives. Ann (my wife) and I noticed, as soon as we arrived, how much better the atmosphere was this year compared to previous AGMs at Burnham Beeches. In spite of the torrential rain a large number of cars were parked along one of the drives and over the

lawns. The spares stalls were set up underneath a couple of huge trees which helped to keep off the worst of the rain. Before looking at the cars we decided to obtain some refreshment at the Club Bar. An incongruous sight was three people sitting at a table under a sun-umbrella eating their picnic lunch in torrential rain. In order to satisfy the licensing laws a system had been devised whereby you bought £5 worth vouchers and "spent" these on the drinks. A refund was made after the bar closed for any "unspent" vouchers.

During a break in the rain we decided to go and look at the cars. All the 2-litres were parked at one end of the drive and, being somewhat biased towards this model, we examined them first. I confess to preferring original, but well-used cars to immaculate highly-polished examples with no dirt under their wings (mainly because my own could do with a good polish and some decent upholstery!). Therefore, my favourite 2-litres were the supercharged models of David Cochrane and Alec Downie and the high-chassis car belonging to Phil Ridout. There was a low-chassis car with a magnificent



2-litres galore!

Photo: Mike Maher

touring trunk fitted to the back, and two hybrids utilising high-chassis with low-chassis axles.

Whilst walking across to look at the bigger machinery we observed Robby Hewitt alighting from her immaculate 3-litre tourer. She was accompanied by a very large dog and a ginger tom-cat which had curled up and gone to sleep on her head. Another dog which seemed fed up with being dragged around by its owners looking at boring old motor cars decided it had had enough and went to sleep in the middle of the drive. Its tail was promptly run over by a late arrival reversing his LG.6 saloon. Luckily doggy was not badly hurt, but is now liable to attack anyone mentioning the name Lagonda.

Of the larger cars my favourite is the M.45 tourer, and there were several mouth-watering examples to see. I do not think these vehicles look correct with cycle wings. Laurence Hannah's V.12 drophead coupé was parked discreetly in a corner. Laurence was highly delighted with some additive he had put in his car's engine which had significantly reduced oil consumption (from 150 to 350 miles per gallon, I believe!). This thirst is also matched by the petrol consumption of around nine to 11 miles per gallon. By way of diversion I bribed Joe Harding into giving me a ride on the V.12 chassis he and Phil Erhardt had been restoring and which was concealed under a polythene sheet. Without a body this device had the most phenomenal acceleration as we shot along the hotel drive, scattering guests left and right. Joe explained that the original standard saloon body was to be refitted to the chassis in the near future. It's good to know that originality is being preserved and that the car will not become another Le Mans replica. Joe has two other V.12 restorations to tackle. He must be a glutton for hard work. Other notable cars were Mr. Stähli's LG.6 drophead (all the way from Switzerland), Roger Firth's superb Rapide, and Geoff Seaton's immaculate 3-litre. This last car must be as near to new (in terms of condition and originality) as any Lagonda and it is *regularly* used.

We also had a look at the post-war Lagondas, one saloon reminding me of my first vintage car when I looked inside it. There was an oily lump on the floor with newspaper scattered liberally around, one door trim was missing and the general interior condition was well past its best. Outside, various sticky compounds had been liberally applied to prevent water getting in. I'm really glad such cars still exist and attend

meetings, since so many vehicles (especially Lagondas) these days seem to be over-restored and cossetted.

Having had a good browse around and been thoroughly soaked we repaired to the hotel for the AGM itself. I had never attended this formal gathering before and it turned out to be interesting, amusing and very well chaired by James Crocker. After thanking the Committee Members for their efforts over the past year James showed the meeting a handsomely framed picture of the new Aston Martin Lagonda in various "poses". This had been kindly presented to the Club by Victor Gauntlett, Chairman of Aston Martin-Lagonda Ltd., who had also brought one of these models along to the AGM. James's expression of thanks was warmly applauded by the meeting.

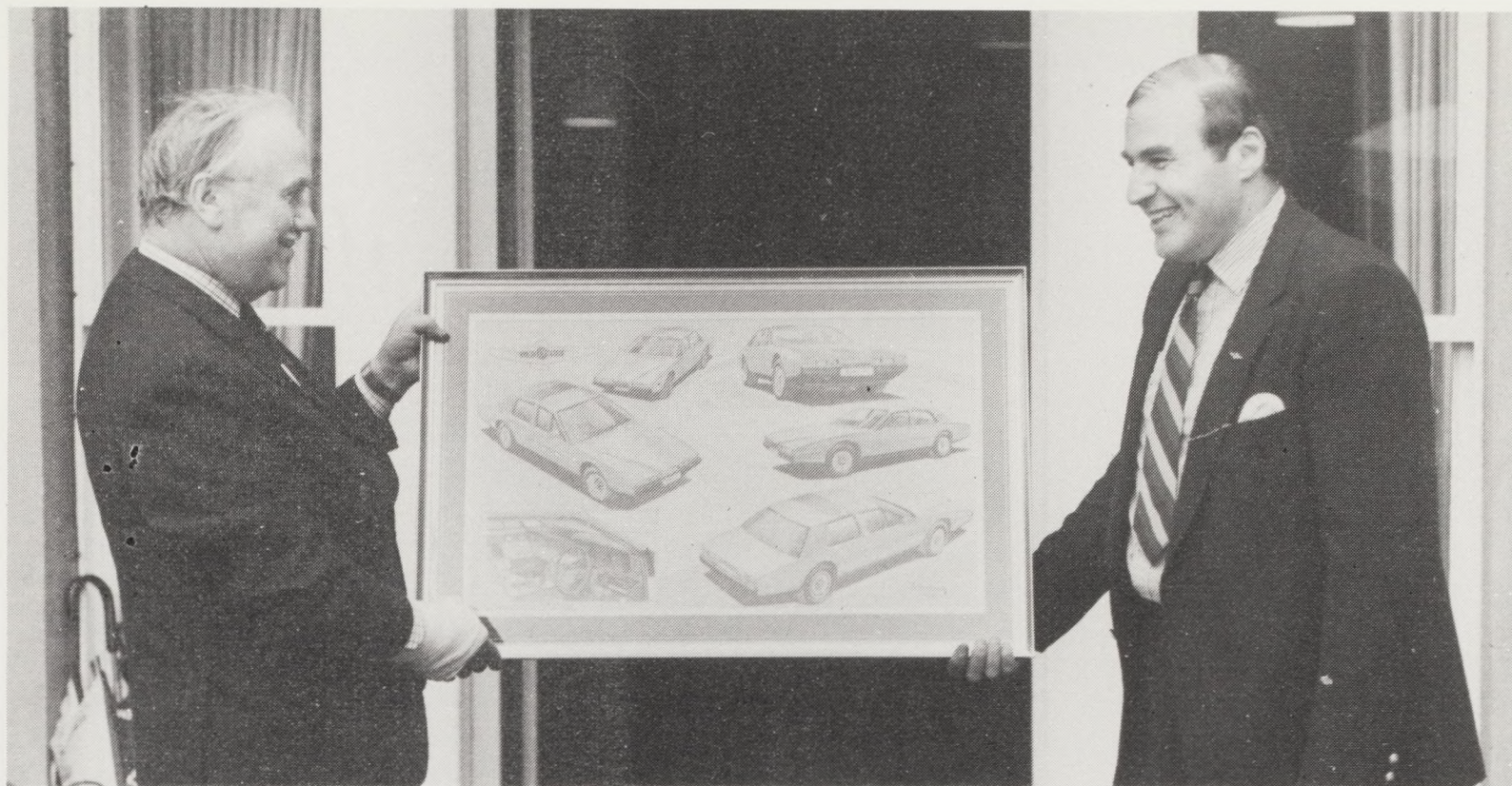
The Committee Members reported on their spheres of activity, the major topics being:

- (i) Spares Scheme: A great success in terms of raising initial capital, but lethargy in members replying to requests by the Spares Registrars (Peter Whenman and Alan Brown) as to what spares they required.
- (ii) Lagonda Activities: John Batt reported an increase in turnout for social events such as organised visits to places of interest.
- (iii) Appointment of a Press Officer—Derek Green. Derek will ensure that the Club is properly represented to the press, public, etc., so that our good name is maintained.
- (iv) Presentation of trophies in the AGM Concours:

Lagonda Car Club Trophy	G. A. Downie	HC 2-litre
2-litre Class	1st	P. Whenman
	2nd	XV 3926 (name not known)
3-litre Class	1st	G. Seaton
	2nd	D. Royle
4½-litre Class	1st	R. Firth
	2nd	R. Wills
	Merit:	P. Erhardt
	:	J. Skeffington

Overseas members, Mr. Amos from Australia, and Mr. Stähli from Switzerland were welcomed by the President.

After the AGM members returned to the bar for an hour or two before leaving either for home or a party at the home of Alec and Sylvia Downie. Many ladies were frightened into leaving by reports of a "flasher" in the hotel, but it turned out to be Alan Brown dressed only in his Y-fronts, who had gone for a quick swim in the hotel pool.



James Crocker receives the Lagonda picture from Victor Gauntlett.

Photo: Derek Green



Old and new suitably demonstrated.

Photo: Derek Green

The whole day was a great success in spite of the weather. Tribute must be paid to the considerable efforts of Alec Downie in making arrangements at the hotel, and to Sylvia Downie for such a superb spread of food at their party in the evening. Thank you both for your kind hospitality! Further thanks are due to Andrew and Bernadette Downie for running the bar so efficiently. Unfortunately, one or two members thought Andrew and Bernadette were

employees of the hotel and were unnecessarily rude to them when certain drinks became unavailable. It is hard enough organising such a weekend without such bad manners.

I am sure I speak for the majority of members who attended when I say that I hope next year's AGM can be held at the same venue. To all of you concerned with organising, and to those bringing along fine motor cars to Club events, "THANK YOU"!

ROGER SEABROOK

Prescott-1981

AS I was about to leave the Paddock on Sunday to strike camp and to prepare for my imminent drive to Galloway, Allan Elliott said that he and Dick Sage had decided that I should write a report on Prescott for the Club. I laughed, and drove off. He meant it!

But what a weekend! I drove up on the Friday night through torrential rain and high winds, not looking forward enormously to erecting the tent in the field opposite the Paddock; but the rain almost ceased in time for us to munch our fish and chips ex-Winchcombe in relative comfort, the tent erected in a space kindly reserved by a huge piece of black plastic sheeting. Later we learnt that this was to become a sort of universal roof, not for a haystack, but for the Sage encampment—all three generations.

Saturday dawned fine, and for the rest of the weekend it really was beautiful. The view from the tent, past shrouded machines and still sleeping campers, over the Winchcombe valley towards the Cotswolds is England at its best. Later that day after practice, I and my young friend Patrick, whose family I met in Indonesia and who has become a Prescott addict, were tempted up that hill opposite, across the old railway. From there there is a panoramic view of the Hill and its surroundings, looking rather like a Scalectrix game.

Sunday was one of the best days I think I've ever spent at Prescott, with really perfect weather and quite a good field of cars. The day began during the night, reveille being provided by the most recent addition to the Sage family, but a cuppa at 4 a.m. can be quite refreshing and the aforementioned view from the tent obviously was going to be terrific at first light. He's a grand lad though!

There were 14 Lagondas of various sorts entered, plus my Crossley, of which 3 were non-starters. As this was my first attempt at Prescott my energies were dedicated towards persuading the Crossley up the Hill as fast as was reasonably possible.

I therefore can remember little, nor report much about the antics of the Lagondas, except that they were all much faster than I was, with the honourable exception of Freda Roberts, and really it would be quite vulgar for the

ubiquitous little 11.9 to do much less than 92.81 seconds—her best time on this occasion. Fastest Lagonda present was Evans's Rapier in the little racing car class, who was 3rd in the class with 48.52 seconds.

Amongst the heavy metal Campbell and M.45 was fastest with 54.01 seconds, with Mann and V.12 close behind at 54.73 seconds. I've never driven a 4½ (or more)-litred machine: all the Lagondas in the over 3-litre class ascended in times well under 60 seconds which I think is very creditable, as I imagine these big machines can never really get going to their best advantage. I was more concerned with the 2-litre class and felt sure that the Crossley ought to be capable of holding her own against the heavier 16/80 of Dick Sage, and the 2-litres of Allan Elliott and Richard Colquhoun. The results seem to prove otherwise, or that my gearing is disadvantageous, or, and this is far more likely, I did not drive as fast as they did!

Having known the Hill as a spectator since the early '60s, I was able to do practice runs in my sleep. In reality I found the Hill much easier than I'd imagined, and the Crossley to go much better than I'd expected. Dick Sage and his new fangled pre-selector box has a distinct advantage; the Crossley box, though, is not that slow. However, the less gear changes the better at Prescott (so I'm told), but to avoid exceeding 4000 r.p.m. which seemed to appear with alarming ease, I had to drop into 3rd gear approaching Orchard, approaching the Esses, and at the finish—all very touring. Perhaps next year I shall drive a little faster, or take the back seats out, or drill the chassis and fit a turbo charger or something. Dick Sage did well to achieve 62.07 seconds in his un-turbo charged 16/80 (although I haven't actually looked under his bonnet recently).

The Lagonda best times (excluding practice) were as follows:

Class 1 little sports cars		<i>seconds</i>
A. W. Wolton	Rapier	63.22
Class 2 bigger sports cars		
Mrs. F. E. Roberts	Lagonda "K"	92.81
Class 3 2-litres etc.		
A. T. Elliott	2L	64.63
S. C. E. Weld	Crossley	70.24

R. A. K. Colquhoun	2L	66.81
R. J. Sage	16/80	62.07
Class 4 huge sports cars		
R. J. Campbell	M.45	54.01
J. F. Harris	Rapide	58.08
J. C. Bugler	LG.45	56.62
S. I. Mann	V.12	54.73

Class 6 little racing cars		
P. J. A. Evans	Rapier	48.52
		(3rd in Class)

After Prescott I drove to Galloway, via Camberley, and North Yorkshire. I did the return journey of 420 miles in about 11 hours including stops for meals, to inspect an ex-Strathallan Collection AVRO Anson, and traffic jams near Dumfries needing a 25 mile detour

in torrential rain: no record, but perhaps some consolation for allowing Dick Sage to beat me by more than 8 seconds! Incidentally while in Galloway, Patrick took me down narrow lanes to meet Alex Pickles who lives in a white house nestling amongst the windswept vastness of this beautiful part of Galloway, not far from the Isle of Whithorn. Alex used to own both a Crossley and a 16/80 (what impeccable taste) and a pleasant hour was spent reminiscing and looking at old photographs. He was plainly overjoyed at having a proper car on his drive again and we left sadly, after a photographic session of the Crossley in the gathering dusk.

STEPHEN WELD



The Weld/Sage encampment dig in.

**HAPPY AND SUCCESSFUL MOTORING IN
1982 TO ALL OUR READERS FROM
THE CLUB COMMITTEE AND EDITOR**

The 1981 Paris – Vichy Rally

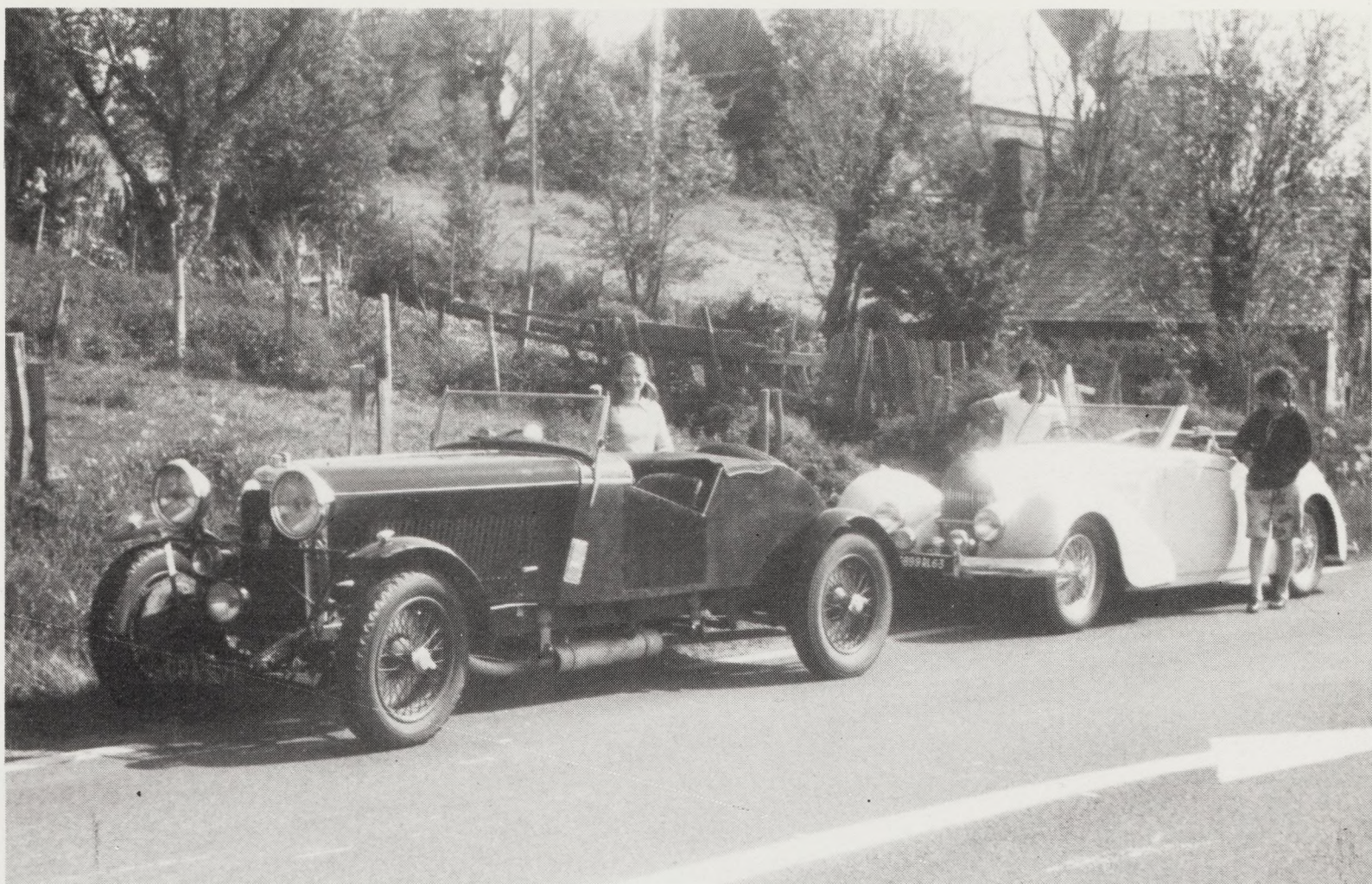
THIS YEAR the Paris Auto Club ran its Spring Rally from Paris to Vichy on 28th–31st May for the Marc de Brianson Trophy. As usual there was a strong British entry with nine cars crossing the channel amongst which were two Lagondas. Michael and Shirley Valentine in their V.12 Tourer and my wife and I in our M.45 special. Most of us gathered in Versailles on the Wednesday evening so that it was a short drive to the 7 a.m. start point in the Bois de Boulogne, where breakfast was provided. Motoring started at 8 a.m. with police on the intersections ensuring the 40 cars a non-stop run on to the Autoroute. Led by a 1911 Lorraine Dietrich and with the rear guarded by a 1959 DB.4, once David Brown's personal car in France, the rally left the Autoroute near Monthlery and threaded its way down to the Loire Valley and lunch beside the chateau at Sully. Problem of the morning were the V.12's petrol pumps which only worked after a sharp tap. When the interval was down to 400 yards we decided some work was required. Half an hour saw them cleaned and supplied with power direct from the battery after which progress was more rapid. The afternoon route continued south by the river through picturesque countryside. The first regularity trial was encountered. This is a short stage of about five miles over which each car is supposed to average an exact speed, 40 or 45 k.p.h. Everyone gathered at Bue-en-Sancerrois for a wine tasting at Cordier's cellars at 4 p.m. While we were indoors the clouds thickened and we had foggy and very wet drive for the 40 miles on to Nevers for an official reception in front of the chateau at 6 p.m. Cars were then parked under the hotel and most people changed in time for a mayoral welcome and drink before a large dinner. One thing these rallies do not lack is sustenance.

Friday dawned damp and the cars went to Apremont in their own time. The start was from this beautiful little village beside the river. As we moved off the weather cleared and a glorious morning's motoring followed. There was another regularity trial. We had time to stop for coffee and cognac in one village and the cars ran along in loose and ever changing convoy, so that we had time to get to

know the other cars and drivers much better. A small Amilcar which was navigated by a crossbred alsatian hound seemed particularly to be enjoying the day.

The rally arrived in Vichy at 1 p.m. after a short stop just outside the town for further refreshment. Again the Peugeot Caravan was set up with loudspeakers and stage. Each car was announced as it appeared. A short convoy to lunch preceded another 2½-hour gastronomic marathon. So good was the meal that one of the Englishmen fell asleep by the bus station after parking his car in the underground garage. He was woken by an ambulance siren and was surprised to find himself inside the ambulance. Speaking little French, he was unable to explain that his deep sleep was caused by no more than an expansive lunch and the heat of the day until an interpreter was found at the hospital. They charged him for the ambulance but gave him a free police car ride back to his hotel. The rest of us were taken for a bus tour of the locality followed by a superb dinner in a restaurant overlooking the river.

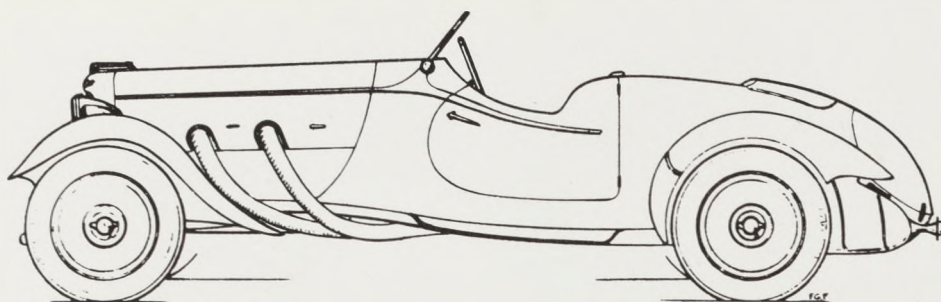
Saturday dawned clear and promised a very hot day. Much car polishing after breakfast, a convoy through the town stopping all other traffic on our way to the town hall. The Mayor welcomed us and spoke lyrically of the cultural importance of old motor cars particularly emphasising their significance in a town like Vichy which has strong historical connections with the 1920s and 1930s. Saturday afternoon was given over to a gymkhana, a sort of fancy dress driving test in the centre of town watched by an enormous crowd. At the end of the competition, traffic was too dense for us to get the car out so we went off for a cup of tea. We returned an hour later to find only our car and Ken Trueman's Talbot left. As we got into the cars one of the Presidential escort motor-bicycle police, who take four days off to shepherd the rally through France, rode up. He told us to follow him closely and then by blowing his whistle and sounding his siren he stopped all traffic in our way and led us through the centre of Vichy crowded with Saturday shoppers. For about ten minutes we drove across town at speeds up to 50 m.p.h. It was the quick way back to the garage and a



The Bugatti and Campell's M.45 after the race in the mountains.



Michael Valentine's V.12.



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very enjoyable chase, but I don't see it happening in Bath if we tried to run a similar rally in England.

On Saturday evening the town of Vichy entertained us to a gala dinner in the Casino. All the results were announced and prizes were given out. The English seemed to do particularly well. John Drawbell in his 1920 Rolls-Royce won the regularity trials which struck me as right for a R-R. Michael Valentine and the V.12 won the concours d'elegance, also apt, and for the first time a Frenchman did not win the overall prize as Bruce Dowell in his 1926 Sunbeam took the Marc de Brianson Trophy. The dancing went on all night.

Sunday was another beautiful day with a clear sunny morning. Most of the participants headed back to Paris or the channel ports. We pointed the M.45 further South through Clermont Ferrand over the mountains, where we had a race with a Bugatti Type 39, towards Perigueux and Bordeaux for two more days of relaxing in the early June sun. Then back via

Le Mans and the Loire Valley where my wife indulged in some chateau worship before returning home. At the end of the trip we had covered 1,254 miles at 19.2 m.p.g. I believe the car enjoyed it as much as we did. The organisation by the Paris Auto Club is superb. The friendly welcome from club members and the towns we visit always make these rallies the happiest of touring parties.

RICHARD CAMPBELL



**COPY URGENTLY
REQUIRED FOR
THE SPRING ISSUE
PLEASE BY FEB. 15**

They don't make them like that nowadays *(Thank God!)*

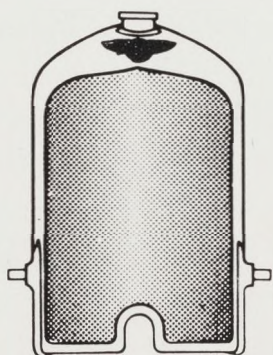
AND TO prove it, here is a potted history of Lagonda, type LG.6/DHC/2, car no. 12343, engine no. 12343 (LG.6/479/S4), registration no. MG 6279.

It was first registered on 29th November, 1938 and the first duty paid was for only one month at £4.2.6. Presumably there were then eight owners and/or changes of address until a new log book was issued to Rowland Henry Hill on 15th December, 1951. The "Intermediate 3 licences omitted to save space". What happened in those intervening war years? Was it laid up whilst the owner wandered the face of the earth on H.M. business, or was it bashed about on some military camp, passed from hand to hand clocking up over 100,000 miles? I don't know, does anyone?

By 1954, Mr. Hill had to have the radiator repaired, fit a new oil gauge pressure switch, regrind the valves, fit a new Bendix drive, and then had an accident involving the wings,

radiator shell and running boards. The magnetos required repair and overhaul, and the door pillars needed strengthening.

In 1955 the car went via Metcalfe and Grundy Ltd. to Mr. Morris. He too had to have the radiator repaired—it was choked. He was having brake trouble and his silencers were breaking up. The oil gauge needed replacement as did a petrol pump. In May 1956 at last a mileage was recorded; 47,894. Mr. Morris now had a worn clutch to add to his problems, the brake lines needed cleaning out, the master cylinder repaired, new brake shoes and the rear shock absorbers were noted to be non-original. The magnetos were needing overhaul again. He too needed a new Bendix, and started a load of trouble by blanking off some of the automatic lubrication system and fitting grease nipples. Again the radiator needed cleaning out. He had raised enough money now to have new silencers. One of his wheels needed rebuilding. A legacy from Mr.



GWR

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Hill's accident?

At the beginning of 1958, the car was owned by Mr. Stratton, one time club and committee member. It had now done 55,000 miles. He removed the jacking system and modified the body to its present style. He also managed to break the nearside door handle.

And the magnetos gave trouble again. Like an earlier owner he had to have the windscreen wiper mechanism overhauled. At 57,000 miles he paid for a top overhaul, grinding in of valves, new rocker washers and sundry other little jobs.

By February 1960, he was spending money as if it was going out of fashion. It had now done 69,212 miles and the brakes were a problem. New master cylinder, the oilways in the rockers were cleaned out (again!), and he removed even more of the chassis oiling system. Having earlier cleaned out the petrol system, he had another go in March 1960. In April a new oil gauge, and in May a new water pump, and his petrol system needed another clean-out. It is hardly surprising that by August he had only got to 72,450 miles!

In June he had another go at the windscreen wipers, and after knocking up a few more miles to around 75,500, he was glad to be shot of it to me.

Unlike the previous owners, I have been largely D.I.Y., so have nothing like the records that give the above history. However I inherited a car with an oil pressure cold, of 20 lb., a cracked dynamo bracket, and dry rot in the whole of the bodywork aft of the doors. I recall that the timing chain was now just about long enough for two cars, and I was having trouble with the windscreen wipers. I also fitted a new piston and a ballrace for the nose of the crankshaft.

With that sort of oil pressure it was not surprising that I ran big-ends with monotonous regularity, and it was not until The Big Rebuild 1965-1981 that I found the reason; the oil pump was flapping about the sump held in place by two very slack pipes; the "turret" having fractured years ago! I also recall fitting new piston rings, decoking the head, and having to fit fancy metal threads into worn holes in the aluminium alloy—this after the fan and oil breather came adrift and savaged the long suffering radiator.

However, between 1961 and 1965 I must have done about 15,000 miles, so it can't have been all bad. Still, the dark blue and banana

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yellow colour scheme was unbecoming, there were sundry clunks from the back end when taking part in Lagonda driving tests, together with petrol pouring out onto the track. The rubber around the windscreen and door windows, replaced by Mr. Hill in 1954 was perished again, so that when, on our way to the Border Rally in 1965, the big ends went again, at Darlington, I decided that Something Must Be Done.

By now I had moved to a larger garage (House attached) so removed most of the body work and set to. I quickly found that all the blanking off and fitting of grease nipples had caused an awful lot of damage. The whole thing was replaced from parts supplied by Tecalomit—they were very helpful and courteous, I remember—and over the years new rear spring shackles were fitted, the springs reset, king-pins and sundry front suspension parts hard chromed and restored, and new bushes and bearings fitted. We had another go at the brake master cylinders. The rotten woodwork was replaced by a resin/fibreglass/sawdust concoction, tons of a dirty red rubbery gunge removed from some of the chassis and under parts of the wings.

The wings and part of the bodywork was stripped to bare metal because the thick paint layers were cracking off the aluminium panels. The body was eventually resprayed to a Ford (sorry about that!) metallic blue which was the nearest standard colour that I could find to the original. I found some of it under the layers of banana. Woodwork stripped and revarnished. Everything rechromed, the previous chroming being in 1954. The wheels respoked, shot-blasted and stove enamelled. I had great fun repairing the leather work. The stuff I prescribe for excema softens the leather beautifully, but human skin is easier to stitch! New instruments were botched into the old cluster, and the whole thing rewired from end to end. So far, no shorts, touch wood.

We gazed in astonishment at the oil pump, removed quantities of sludge and white metal, made up new filters from copper mesh in various places, looked thoughtfully at the bores and pistons and put the lid on again quickly. We use a lot of oil, but we do have 40 lb. cold, 25-30 lb. hot. Finally after sundry other jobs, we had new carpets fitted and spilt battery acid on them, put everything together, poured Holts Radflush through a couple of

times, and, since April 1981 have run up 3,000 miles which includes towing some modern tin—I believe it was a souped-up Mini—off a stage on the Scottish International. I think they were quite grateful, but looked rather pale; perhaps they were tired.

So now at 92,000 miles we start all over again. We have squeaks and clunks at the back end, the magneto bushes need replacing. A busy winter ahead! My hard worked Volvo 144 at 75,000 miles has just had a new camshaft, a rebore, and has gone through two water pumps, which is more than most have needed.

But I really would like to know what happened between November 1938 and December 1951.

JOROT



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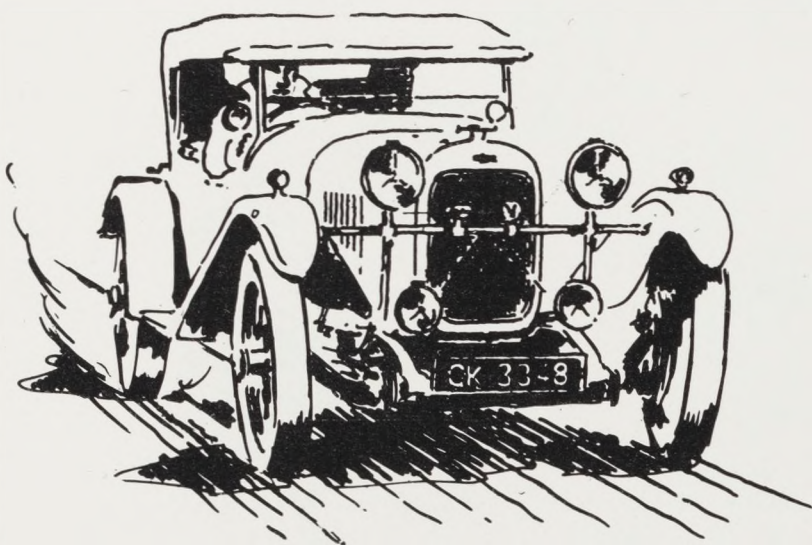
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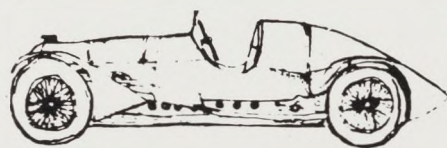


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Evenings — Weekends

Bentley Drivers' Club Silverstone Meeting 1981

THE BENTLEY Drivers' still very kindly include a Lagonda race at their meeting, despite steadily dwindling entries which have resulted in the event being a combined one for many years. This year there were 6 Lags entered—the field being augmented by 11 Bentleys. Two of the Lags were being raced by their new owners for the first time: John Harris in LBT 74, the ex-Henry Coates Rapide until recently the property of John Batt, and Stanley Mann in the V.12 Team Car replica. I had seen and admired this V.12 at Prescott a few weeks earlier and whilst I understand Arnold Davey's feelings about original cars being modified, this really is a special case. Stanley intends to keep this car and compete with it regularly. Surely this is better than the fate of so many Lagondas these days—sitting in a garage waiting for an occasional outing.

David Hine and Nigel Hall were down from the North in their well-known 4½'s and David Crow's Rapier was also entered; a pretty car which he has campaigned so enthusiastically this year. (Buckets of nostalgia for the Rapier which introduced me to competition work in the 1950s.)

A notable absentee was James Crocker's car, suffering from "Mal de Moteur" following a trip to Nurburgring. Added to which James fell off his motor cycle a few days later and sprained his wrist.

Practice was timed this year and several alterations to handicaps resulted. From scribbled notes in my programme it seems that David Crow and Stanley Mann were given better handicaps but I had 50 seconds deducted. With the Hall and Hine cars being much faster I was mainly interested to see how my 4½ compared with John Harris's. I suspect his is slightly heavier but the engines appear to be in the same state of non-tune. I slowly reduced his advantage of 15 seconds and eventually finished 12.8 seconds ahead. I think my larger rear wheels were an advantage on a fast track like Silverstone but next day at Cadwell he was quicker than me on what is a much tighter circuit with slower corners and several sharp gradients.

David Hine sailed past quite early in the race and I saw Nigel gaining on me steadily on what I thought was the penultimate lap. (I never can remember what lap I'm on.) Being polite, I moved over for him on the approach to Woodcote but he craftily nipped through on the inside and we crossed the line together. I was surprised to see the chequered flag and realised that if I had tried harder I might have saved a few yards. Stanley Mann's car was the first Lagonda to finish and he was fourth overall. Lagonda lap times and placings were as follows:

1 Stanley Mann	<i>Best lap</i>
V.12 Team Car Replica	1'25.6
2 David Hine	
LG.45	1'22.5
3 Colin Bugler	
LG.45 Team Car Replica	1'28.0
Nigel Hall	
LG.45	1'23.4
5 David Crow	
Rapier	1'44.3
6 John Harris LG.45 Rapide	1'32.5

The V.12 was suffering from overheating and Stanley wisely decided to scratch from the other two races for which he had entered. The only other event which featured Lagondas was Race 10, an 8 lap handicap for V.S.C.C. members, in which John Harris, David Crow and I competed. John was 13th (best lap 1'31.8), myself 18th (1'28 again) and David 23rd (1'45.1). This race was considerably enlivened for me by a race-long struggle with Tony Riseley's Aston Martin International. I can't recall whether we were on the same handicap, but he was close behind me through every corner—his braking and cornering being better than mine but the 4½'s power prevailed on the straights. At one point my gearbox jumped into neutral at Copse and he got past; I managed to overtake him again on the same lap. A most enjoyable dice to round off a good day's motor sport.

As usual, it was a well-run meeting with a friendly atmosphere. It was an additional pleasure to see some "new" Lagondas racing.

COLIN BUGLER

1981—A Year of Varied Activity

EVERYONE SEEMS agreed the accent these days should be on social activity. Members wishing to race their cars continue to support the V.S.C.C. and similar clubs. In fact, on the racing scene, Colin Bugler has done extremely well this year with his LG.45 Team Car replica being just pipped to third place in the "Motor Sport" Trophy. We have also seen the arrival of Stanley Mann's V.12 Le Mans replica, with which he won the BDC Lagonda race in August.

Lagondas have also featured on television. Phil Erhardt was seen with his M.45 DHC on "Jim'll Fix It" whilst Concours winner, Alec Downie, was featured in the press and also appeared on TV discussing the rebuild of his fire damaged High Chassis car.

Several members have again been Continental touring this year and been successful, bringing home awards in the Rally Section. The Club has held a number of navigation runs which were well supported and members have attended numerous other activities, such as the V.S.C.C. Shuttleworth social, to which over 200 cars were attracted, including more than six Lagondas.

Back on the competition front it was especially pleasing to see 13 Lagondas entered for Prescott this year, although one non-started. This event is not particularly damaging to the cars, which probably accounts for its popularity across the spectrum on the Vintage movement. Herb Schofield again ran a successful Sandtoft Driving Test Meeting with a number of members staying over to enjoy dinner in the evening, before returning home on Sunday morning.

The V.S.C.C. Colerne Sprint also attracted a handful of our cars and it appears this kind of event, as well as being repeated at Colerne, may take on elsewhere. They are easy to organise and the regulations are much less restrictive.

Mike Hoare and Ted Townsley both put on summer social events which, remarkably, were blessed with brilliant weather and excellent support.

The high point of the 1981 Events calendar was undoubtedly the A.G.M. Supported by 45 cars, an Invicta, Aston Martin and a mid-50's

Rolls Royce Saloon, the Concours was won by Alec Downie who, to be sure of success, had brought both his high chassis and super-charged models! Whilst the weather was appalling, it seemed to make little difference to everybody's enjoyment. The event was concluded by a most excellent house party organised by Alec and Sylvia Downie and well supported particularly by members who obviously had long distances to travel home!

I am now compiling the Annual Awards and shall be pleased to hear from members detailing activities with their Lagondas. The emphasis is not just on competition but "activity".

1981 AGM CONCOURS

45 cars present at Oatlands Hotel, Weybridge
Car Club Trophy

MP 3654 2Lt. H/C Alec Downie

2 Litre Class

(1) GK 3348 L/C Peter Whenman

(2) XV 3926 H/C ?

3-Litre Class

(1) GH 1251 Geoff Seaton

(2) GG 8071 David Royle

4½-Litres

(1) BYG 7 LG.45R Roger Firth

(2) AUL 720 M.45 R. L. Wills

V.12's. DB's. — No awards

Plaques — Awards of Merit

AXX 790 LG.45 DHC Phil Erhardt

AHS 240 LG.45 Saloon Hon. John Skeffington

1 AML Lagonda V.8 Victor Gauntlett

From Switzerland in V.12 DHC Mr. Rolf Stahl
JOHN BATT

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The Humber Bridge Connection

Hull and East Riding Members' Notes

RICHARD LAST, writing in the *Daily Telegraph* about Yorkshire TV's production of "Stay With Me Till Morning" by John Braine, ended with a remarkable observation.

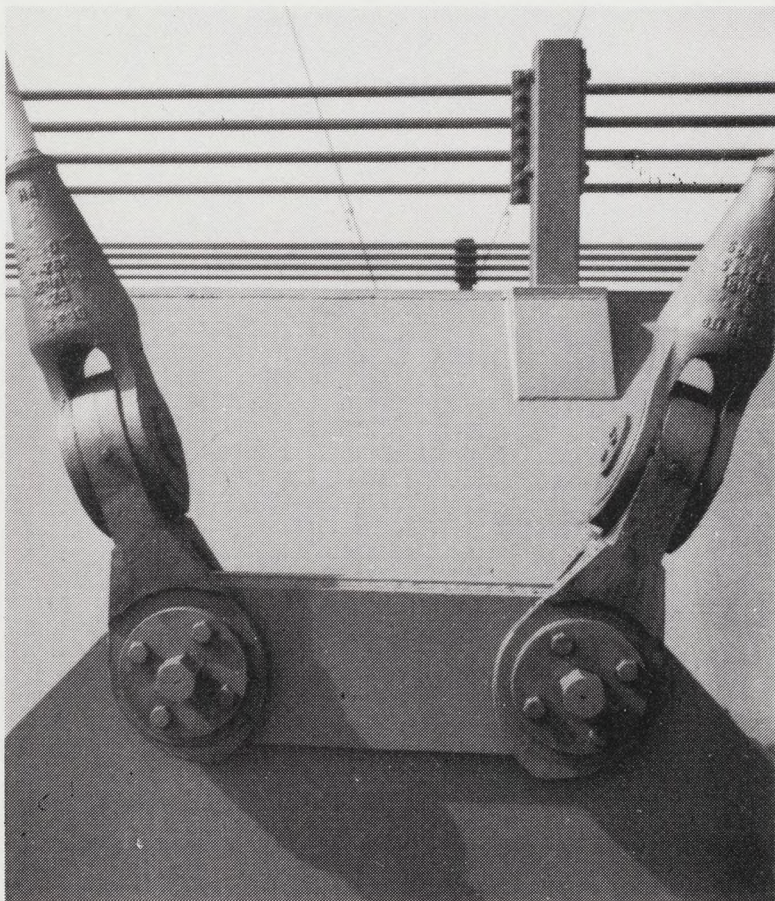
"Not least remarkable are the Whitehouseian principles on which the serial is (so far) conducted: all that copulation, and not a naked nipple in sight."

There were plenty in sight for any pedestrian or cyclist who crossed the newly opened Humber Bridge during our sunny summer of 1981. One of our members had counted 36 pairs of them, by coincidence, just before reading the newspaper quoted above. Any low-level traveller crossing the bridge may see them, but such sights are not available to the road user at a higher level.

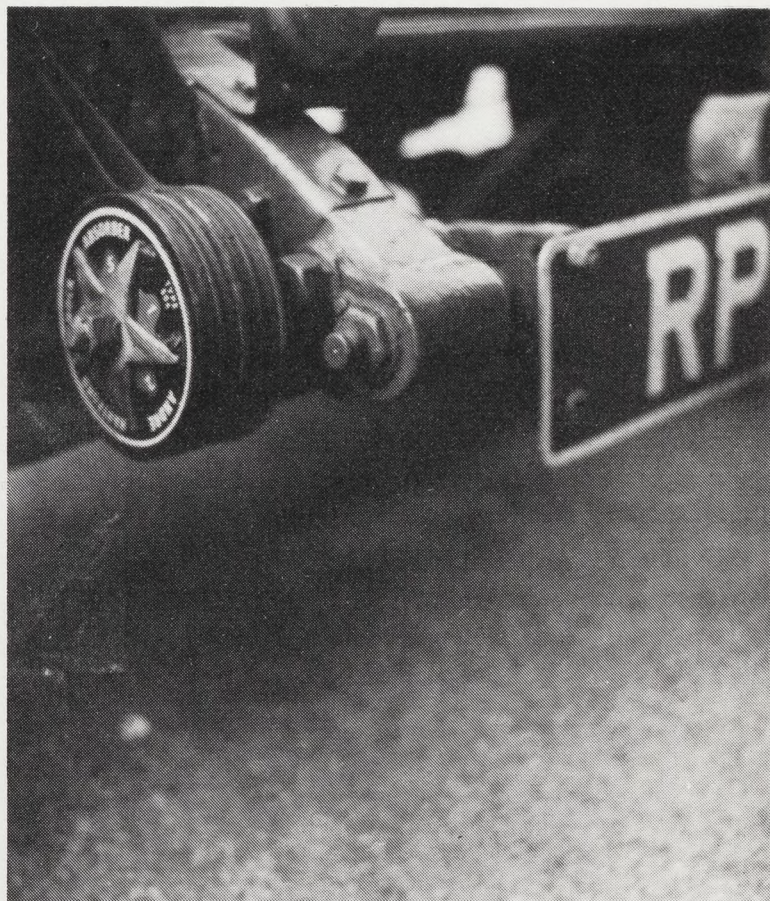
The interesting features known as nipples vary in type, colour, and form—male, female, flat, conical, circular, etc., etc., etc. ("The King and I" having been a recent production at our local theatre), some having a small button in the centre. This is the type most familiar to the writer over the past 30-odd years as fitted to

certain vital parts for preventing seizure, the well-known old-fashioned variety in hexagonal form as supplied by Tecalet for greasing vintage Lagondas. Some modern garages with their jet-age equipment are unable to cope and have, indeed, recommended that these old nipples should be replaced, ". . . to make the servicing easier, they're an anachronism these days". It is understood that some rebuilt Lagondas have already suffered this modernisation but not, as the illustration shows, most of our local cars.

It was surprising to discover that the despised and rejected hexagonal type are used on the Humber Bridge. They are fitted in some cases where the suspension cables are attached to the 124 deck-boxes, but of the many cables on each side, only 72 have grease nipples, these being where there is a double-jointed attachment. When one of the bridge workers was asked why some were double when the majority were single, he replied that although he had worked on the bridge every day for months, he'd not noticed any difference, and neither had he



Hexagonal forms, etc.



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noticed the grease nipples. As they are only fitted to the central section of the suspended span, it is Hermes theory that this must be because the maximum wind stresses will be exerted at this central and highest part of the decking and the double joints help to absorb them. This was more or less substantiated by Mr. Evans, one of the Bridge Board's civil engineers, who stated during a patient and helpful interview that the amount of sideways deflection at the centre was three feet, and the extra joint was to prevent metal fatigue of the cable where it passed into its own anchorage with a conical interior in which the cable is secured by having its individual wires splayed out and then filling the chamber with molten metal.

Some years ago one perspicacious member of our Club observed that a considerable number of Lagondas had the same key pattern number (was it MRN3 or MRN5?), and advanced the explanation that someone at the works had found in a dusty corner a boxful of these locks and keys, so it was decided to build another batch of cars to use them up. Has this quirk of history repeated itself? Perhaps some idle bridge designer found a crateful of old hexagonal grease nipples and considered that the best way of using them was to build something really magnificent; hence, the

Humber Bridge. that's another theory!

HERMES



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V.S.C.C. Cadwell Park Race Meeting

A STRANGER attending the V.S.C.C. Cadwell Park meeting could easily be excused for thinking he had stepped straight through a page of the E.R.A. book into any one of the pre-war continental or British natural park circuits, for this is unarguably the ideal combination of wildly varying gradients with all manner of corners, viewed from natural amphitheatres where one can see racing cars travelling at over 100 m.p.h. in the straight going into flat-out curves or fighting tooth and nail round steep uphill 90° bends. Anyone who has not taken the trouble to travel the fast "A" and "B" roads into Lincolnshire should put it on the agenda for next season.

Naturally this report is Lagonda biased but the event of the day for me had to be the re-appearance of R4D, Raymond Mays' own car acquired from the Moores estate by J.C.B. for Willie Green to drive, looking as immaculate as its picture in the E.R.A. book but thankfully in action and not surrounded by all those deathly dust sheets. As one driver said in the paddock "...if I ever need any heavy equipment I'll make sure it's J.C.B.!" And what a cracker was the 10 lap scratch race for pre-war racing cars. Eight E.R.A.'s plus the E.R.A. Delage all on full song for the whole race, the retirement of the two Maseratis was hardly noticed. Spollon is still getting the hand of R8C but for two laps the other eight were absolutely all over each other with Green leading in R4D. For three laps or so, Green and Martin Morris then pulled away in an absolute ding-dong which Morris eventually won, leading comfortably to the flag once past. A high speed nose-to-tail procession midfield of Mann, Classic and Lindsay (E.R.A. Delage) looked set for the finish until Lindsay passed first Classic and then Mann on the short straight between the Mountain and the Esses in front of the Paddock.

The first race of the afternoon was the Spene and Voiturette Trophy in which our only representative was David Crow in the mechanically standard de Clifford replica which he had driven from Shropshire by way of B.D.C. Silverstone on Saturday. He was outclassed in a processional race but his race-long duel with three MG's of lower handicap drew one's attention to the results to find he

had gained 4th on handicap, a good result.

Race 2 was a 5-lap handicap involving Bugler in his well known LG.45, Harris ex-Batt Rapide Special, and de L. Willis in the ex-Spollon M.45, first T7 body and 3rd made, in absolutely standard condition. Poor Willis was off the same mark as Bugler and Harris was expected to make 20 seconds on the pair of them. Willis not only had recently acquired his car but this was his first competition outing! He kept out of everyone's way and duly finished last. Bugler made 4th and a few points to the Brooklands Trophy; Harris 10th. Bugler's fastest lap 2.19, Harris' 2.21. I do not have the results sheet for this race but Threlfall (Lancia), Howell (Sunbeam) and Summerfield (Avon Bentley) were somewhere up front.

It is always difficult to keep track of all races whilst competing; the 10-lap scratch for Vintage Racing Cars looked promising but Llewellyn in his 134 m.p.h. Bentley had the legs on Footits' AC/GN. Howell in the venerable Sunbeam T/C Supercharged was a steady 3rd until he lost the lot on the frightening steep downhill left-hand Mansfield Corner, seriously damaging his faithful car and putting himself in hospital with a shoulder injury and causing the race to be stopped and restarted.

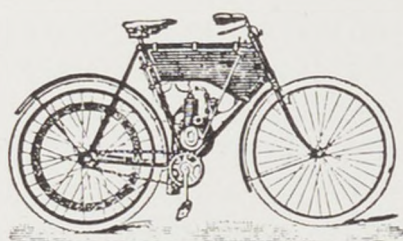
Our next interest was a 4-lap handicap, event 7, in which Evans in the twin S/C single-seater Rapier and Hutchings in the 1500 de Clifford Rapier were both off the same scratch mark. Although going very well Hutchings' task was impossible, finishing 15th, best lap 2.19, Evans managing 6th with a lap of 2.11. This race incidentally was won by Johns in one of the incredibly fast supercharged Austin 7's of the Australian team who have spent a month sampling British vintage and 750 motor sport. Johns not only foxed the handicappers in this one but won another handicap and the invitation Intercontinental A7 race!

So, over 30 minutes late we reached event 10, the "Survivors", "fast" handicap, Harris off limit 0.00, and Bugler off scratch 2.05 with Day's E.R.A. R14B, but with one credit lap. In between was Evans with the Rapier on 30 seconds. The two big Lagondas therefore had the luxury of an open track for 3 laps, on this occasion. Bugler being slowly overhauled by

Harris in 1st and 2nd places. However the fast boys then appeared climbing all over the place, finishing order being Avon Bentley, Lancia, E.R.A. and Bugler 4th, Harris 8th beaten by a wheel on the line by Dods AC. Unfortunately, Evans made a muck of overtaking at the Esses and spun off, literally falling into a ditch so far off the track the yellow flag was not required, driver a little shaken, axle rather bent; a shame after a season when Evans has made this car go so much better than of late. Lap times in this race—Evans 2.14, Bugler 2.21, Harris 2.19.

What had been a scorcher of a day finished very chilly and a dark cold drive home completed a tiring vintage weekend.

J. F. HARRIS



Putting the "Go" in CGO 62

By L. S. Michael (cont.)

104 m.p.h. Achieved

The first thing that Leo did was to have Silicons make up some special pistons, lighter and, incidentally, quieter than the Martletts with a slightly higher compression ratio. The cylinder head was surface ground and copperised. The combustion chambers were polished and the inlet passages and porting considerably smoothed off, though not highly polished. Rough calculations indicated that we now had 7.75:1. On Esso Extra the car ran perfectly without pinking. We considered that the compression ratio was high enough in view of the great weight she had to pull.

In this state of tune, with hood erected but only the passengers side screens in place, 104 m.p.h. was achieved, two up, past Northolt Airfield. Leo was driving and my eyes were glued to the rev. counter which "Rich-

fields" had carefully checked. Coming away from the roundabout to the west of the airfield, we did 3,500 in second, 4,000 in third and then held a fraction below 4,000 in top for what seemed ages. (For the information of the mathematically inclined, the axle was 3.58, the tyres 19 x 6.50). As you know, the red line on the rev. counter appears at 3,800 and although I had frequently taken it up to 4,000 in the gears on the track, to sit next to someone else driving it down the road for what seemed a long time with the needle well above the red, gave rise to a mental picture of con rods bending like banjo wires, and the crankshaft winding up like a torsion bar. Especially as at this time I was using the ESTB rods, which were decidedly more slender than the Rapide ones.

However, all was well, and subsequently I repeated the experience on the Cambridge-Newmarket road. This time with the wind-screen folded flat. At this stage acceleration figures were taken again with the following results: 0—50, 8⁴/₅ secs.; 0—60, 12¹/₅ secs.; 0—70, 18¹/₅ secs. This was better than the 1937 Sanction III Rapides as road tested by the *Motor*.

That winter CGO won its class in the B.D.C. Eastbourne Rally, and made second fastest Lagonda time up Firle. Bob Wright was fastest in the "Scarlet Woman", in fact he made fastest time of all cars competing that day.

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The summer of 1952 saw a lot of club racing with enough fourths or fifths to keep me happy, and one third. There were also plenty of driving tests in which its tremendous acceleration, low down compensated to some extent for its large size and heavy steering.

Skew Gears Overtaxed

I was now coming to the conclusion that the only way to do better was to improve the handling qualities of the car, because I felt that if a higher compression could have been used with reasonable reliability, the works cars, which were nearly 6 cwt. lighter in the 1936 team, would have gone above the 7.5:1 they were employing. My car was used for everyday motoring and I was not prepared to risk the frequent blow-ups which the Bentley Boys appeared to enjoy.

Weight-reducing modifications were about to be set in train, when disaster struck. The skew gears driving the oil pumps from the camshaft, stripped. I do not know how long I had been driving before I noticed a zero oil pressure reading, but when I did notice it I stopped and sent out an S.O.S. for a tow.

Examination showed that the main bearings were O.K. Actually the big-ends showed only the slightest signs of stress, but as the engine was partly dismantled, it was decided to have the big Rapide con-rods from my old engine crack tested and re-metalled rather than continue with the slender ESTB rods. Whether this was wise I don't know. The Rapide rods were 17 years old, while the ESTB rods were virtually new.

Meadows, who were sent the offending skew gears for examination, said, that the twin pump arrangement was not intended for "automotive practice". The engine speeds attained, and the constant acceleration and deceleration, were too much for the gears, and the scavenge pump should be eliminated by removing its pumping gears. This would effect a reduction of 25% on the loading of the skew gears. This advice was taken, and no more trouble ensued from that direction.

Once again the second fastest Lagonda time was made at Firle, only two seconds slower than our redoubtable chairman, and a good deal faster than the rest of the class.

At the B.D.C. Eastbourne Rally of 1953, we made the second fastest time at the Goodwood circuit regularity test, and at Firle, the fastest time of all. (Bob Wright was not running that time!).

I now began to get a bee in my bonnet about steering and became dissatisfied with the hard work it was at low speeds, meanwhile, a tendency to wander at high road speeds, was beginning to show.

We went through the usual performance of altering toe in, altering castor angles, setting up the springs, and blowing up the tyres. The latter expedient did help in driving tests. Finally the steering box was removed and sent to Cam Gears to be completely rebuilt. All steering parts were checked and brought up to standard, when reinstalled it was perfect, except for the heaviness at low speed, which now, I was sure, was due to weight distribution.

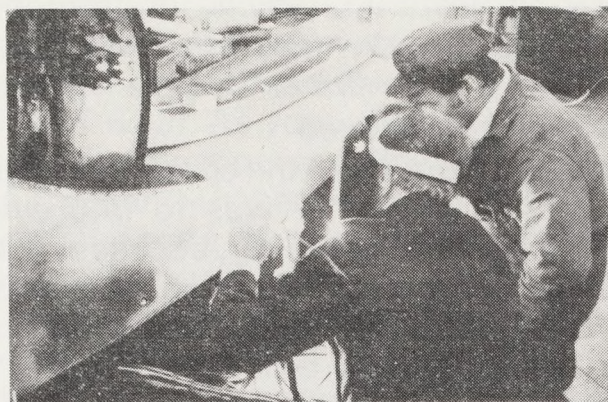
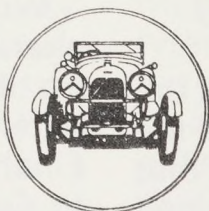
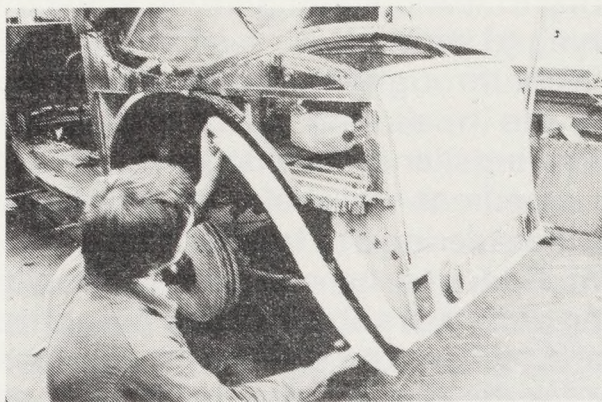
The car then took me satisfactorily to Spain and back on my honeymoon. The heat there completely finished off the beautiful maroon cellulose, which looked simply awful by the time we came back. The car showed a clean pair of heels to everything we met, including a post-war Delahaye, with a very splendid drophead body, and several MKVII Jaguar Saloons. Of course, the roads we chose did not then demand independent suspension.

Weight Reducing Modifications

After a great deal of heart searching and bearing in mind that a re-spray was essential, I decided to sacrifice my lovely long sweeping wings, which were made of steel, with a heavy wire mesh stone guard beneath, and the heavy running boards. Light semi-cycle type front wings were substituted, and at the same time, the rear wings were made much narrower. The spare wheel was removed to the back of the boot, and only one carried instead of two. The spare wheel on the boot lid usually causes trouble on the M.45 as it is too heavy for the structure to support, so I had the boot specially strengthened, although this involved sacrificing the ability to open it, it could still be got at behind the rear seat squab. The coachwork was cellulosed blue and all the chrome that needed attention, was re-plated. Smaller lamps replaced the P.100s.

These modifications completely transformed the car. Frontal area was substantially reduced with, consequent reduction in wind resistance, and fully 3½ cwt. saved on the total weight. Acceleration was noticeably improved, and the handling became unbelievably better. Even at low speeds the steering was light and dead accurate, and the

VINTAGE MOTOR CAR RESTORATION

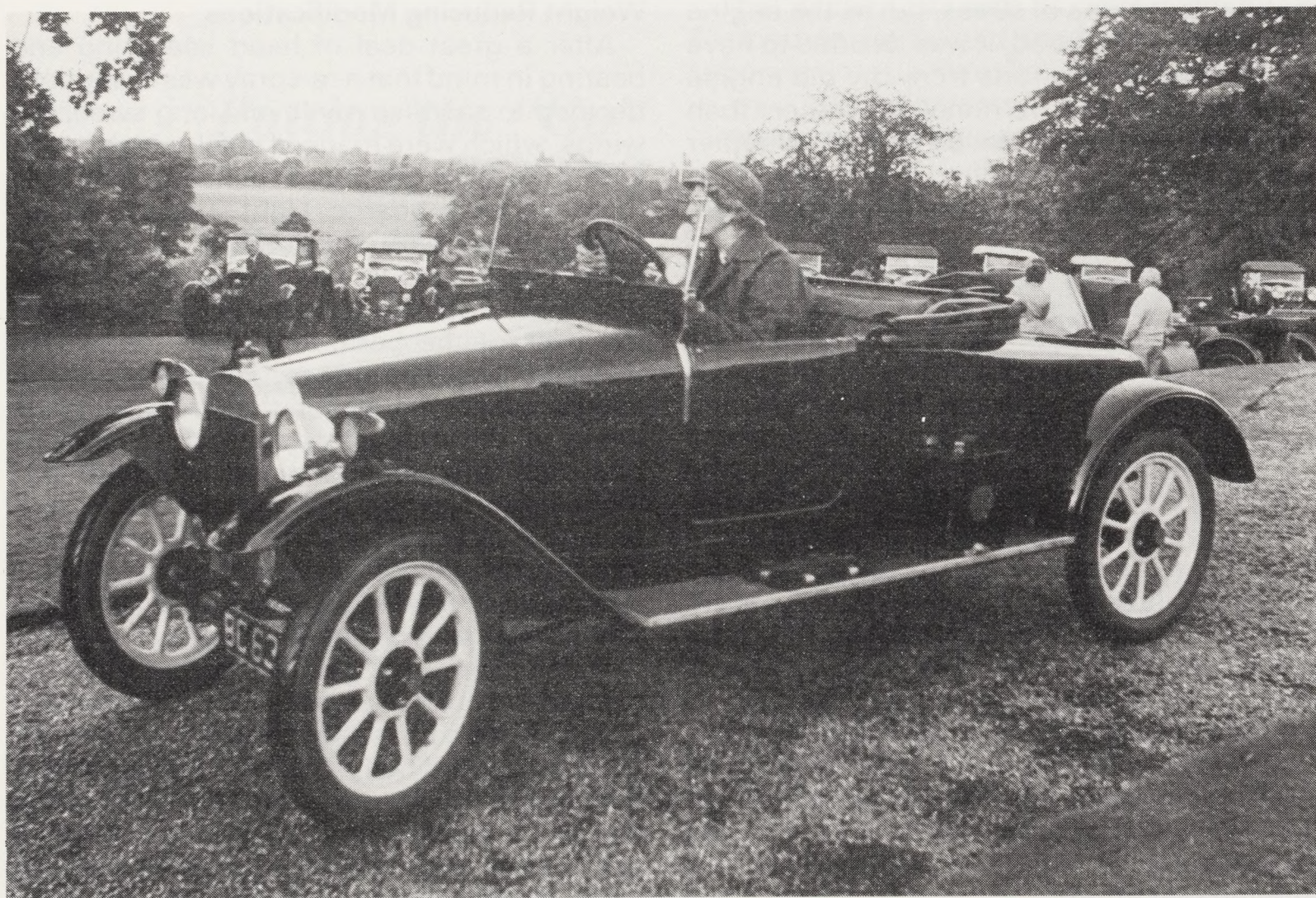


The photographs above show the coachwork of an LG45 Lagonda in the process of restoration, new ash framing is replacing rotten timbers and panelling repairs being carried out with argon arc welding equipment. In addition to these and many other facilities we are pleased to offer the following SPARES:— For LG45, LG6 and some other models. Lockable and plain door handles, spare wheel handles, tool box handles and bonnet handles. These are fully finished with escutcheons, locks and keys, chrome plated and ready to fit. Also hydraulic hoses, wheel cylinder overhaul kits, water pump carbon thrust, and oil seals for G9 gearbox.

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

V.M.C.R., THE OLD SCHOOL, STAINDROP, DARLINGTON, Co. DURHAM. Tel. STAINDROP (0833) 60452/60630

A COMPREHENSIVE RESTORATION SERVICE OF THE HIGHEST QUALITY



Freda Roberts arrives in style.

Photo: Mike Maher

excessive understeering character was eliminated. The result was that my lap speeds leapt up, and even in driving tests it was quite formidable. For example, it won the Southern Rally in 1954 and was fourth (1st, 4½-litre) in the Alvis-Lagonda driving tests that year. Not only was the handling much lighter and more sensitive, but the driver's view much improved. On the track I was at last getting the odd place, including a first in the Post Vintage Thoroughbred race at the B.D.C. Silverstone.

"Hands-off" Braking at 100 m.p.h.

I had the brake drums checked for ovality and lightly skimmed to remove slight scoring, at the same time the brake rods and linkage were completely renewed. The moulded brake linings then fitted, demanded colossal pedal pressures to slow me down at racing speeds, there was some suggestion, that they had been affected by leaving them on while the car was sprayed. I must say that I have never heard that it was necessary to remove the brake shoes from a car before spraying, and as the makers expressed little interest in my problems, I approached Ferodo. They were most helpful, and finally recommended that as the brake drums were fully exposed, their D.M.8 linings would combine a high coefficient of friction, with a satisfactory anti-fade performance. As this material was in short supply at the time, they kindly arranged to have the brake shoes specially relined for me at their works.

I can honestly say that I have never driven any car with such wonderful braking, as provided by this Girling system in perfect working order and these brake linings. Pedal pressures are reasonable, the brakes extremely powerful and pulled up absolutely dead true at any speed. One has read about "hands off" braking at 100 m.p.h., on CGO I have actually experienced it.

In an attempt to save more weight the Girling-Luvax Vane type dampers were removed from front and rear. This permitted too much bouncing at the front at high speed, so Armstrong Piston dampers were fitted to the front axle, to supplement the telecontrols. These were lighter than the original hydraulic units. The rear was controlled by the original telecontrols, which were satisfactory by themselves.

In this form the car was at its most perfect. The acceleration was tremendous: 0—50 in

8½ secs.; 0—60 in 11½ secs., and 0—70 in under 17 secs., were achieved several times, and although it turned the weighbridge to 33 cwt. with only a couple of gallons of fuel aboard, it drove like quite a light car.

At the end of that summer disaster struck again. A piston broke just as the engine was being started, it was barely ticking over when it happened, it was one of those inexplicable things! Fortunately, I still had the old Martletts, which though noisy and of slightly lower compression, than the Silicons fitted the same bores. To compensate for their lower crown height ⅛in. was machined off the head. We calculated that this gave a compression ratio of between 7.75 and 7.8:1.

Short-lived Perfection

A few mild rallies were done before Christmas, 1954, and early in 1955 I entered three of the tougher long distance two-day events, without doing particularly well. The car seemed to be going beautifully, with every symptom of being in perfect tune, and could achieve 105 m.p.h. given room. Then all of a sudden at 2,800 r.p.m. in top, on Western Avenue, there was an almighty bang and a con. rod appeared through the side of the crankcase, having broken off just above the big end bearing. It seems probable that this failure was due to running with too high a compression ratio for the weight of the car, which put a colossal strain on the rods during acceleration, and to my habit of running up to 4,200 in the gears when really hurrying. The rev. limits and compression ratios established by the makers obviously cannot be ignored without eventually having a serious blow-up and people who consistently over-stress this old machinery must do so with their eyes open, and develop magpie-like qualities for collecting spares.

continued

MAGAZINE CONTRIBUTIONS

SPRING: FEBRUARY 15th

SUMMER: MAY 15th

AUTUMN: AUGUST 15th

WINTER: NOVEMBER 15th

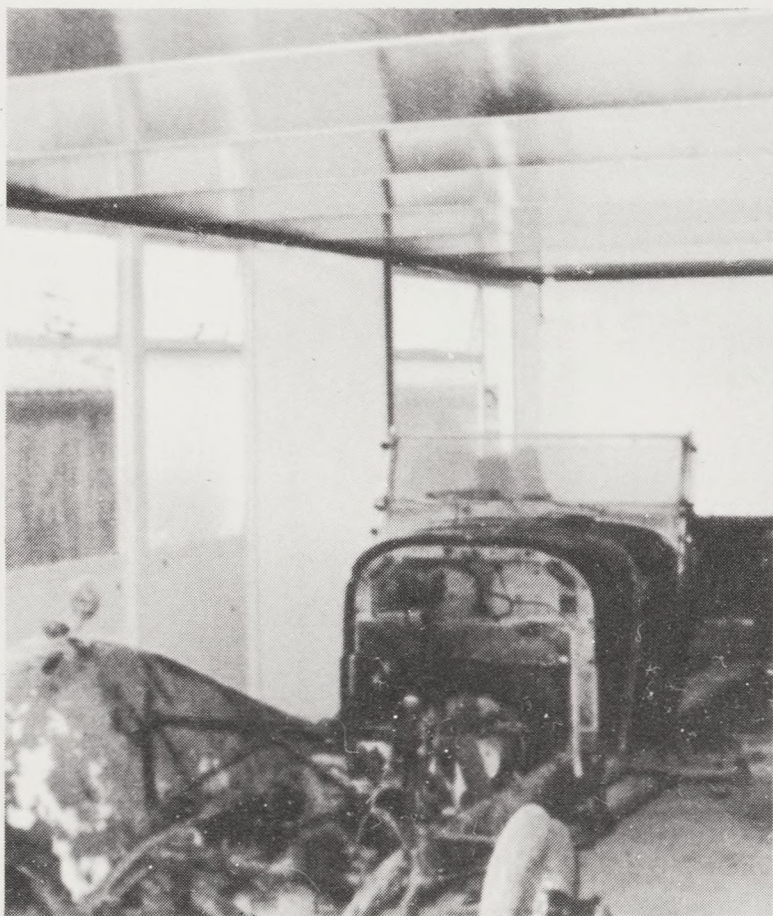
Letters to the Editor

1934 M.45 Tourer AXR 522

Dear Sir—There is not much of a story to tell about AXR as yet, I have got to the stage when one says "Oh God, What have I done?".

The car used to belong to my younger brother who drove it about London in the early '60s. He made many friends and had several adventures with the car, one of which ended with four hefty coppers giving him a push start up Edgware Road. After smashing up a Mini with it he sold it to my elder brother who did some work on the brakes and then last year sold it to me. During this time the engine froze up and the cylinder head is cracked on the face through Nos234 and I have broken one water bypass jacket and the front hose casting!

I hope to put the car back into original condition so I wrote to Vanden Plas asking if they had any details on the bodywork. Their Mr. Beshaw was extremely helpful and went as far as to send me a photocopy of the original order for the car in 1934 which bears out Mr. G. W. Ossam's remark (Autumn 81, No. 111) regarding colour matching as the upholstery was to be "dyed to match eider-down". The cost of the body was £213.10s nett. He also enclosed a photocopy of a page from "Vanden Plas Coachbuilders" showing



the car itself! Whilst I think of it Mr. P. G. Towers of Barnet Green, Birmingham might like to know that the thermostats that operate the radiator shutters are called "Smithermet" Pat. No. 326752, at least mine is.

I must confess that I am inclined to agree with him on the apparent lack of communication in the club. There are no Pub meets near me though there are quite a few owners of various grades hereabouts. There are a lot of questions I should like to ask someone who has already done a rebuild such as how do you get the timing chain round to remove the magneto drive bearing with a seized engine? You may say un-seize it first but the book says that the chain is threaded through the bearing casing so without removing the timing cover, which means removing the crankshaft balance wheel etc., etc. Is there no short-cut? My thanks to Mr. Towers also for reminding me of Mr. Dearden-Briggs article on the André Hartford dampers.

I enclose a photo of the car as it is now.

RICHARD M. VERNON

Glastonbury, Somerset

That Le Mans Car

Dear Sir—In reply to Michael Sedgwick's letter and photograph of a "Le Mans Team Car" in the last magazine, may I say that it is definitely not one of the three Team cars nor has it had anything to do with that classic French race. Let us put the matter right:

BPK 201 This car is in England and while it did not eventually run at Le Mans, it did take part in the 1934 and 1935 T.T. Races.

BPK 202 The 1935 Le Mans winner and also competed in the 1934 and 1935 T.T.'s. Owned by member David Johnson in England.

BPK 203 Ran at Le Mans in 1935 (finished) and also in the 1934 T.T. Race. Owned by the undersigned.

ROBBY HEWITT

London S.W.10

Can Anyone Help?

Dear Sir—I am researching the history of Citroen Cars at Slough up to the Second World War.

Most of the company records were destroyed in the war, so they have been

unable to assist me with my present problem. It is, that I have been given to understand that the Petters Co. may have produced engines or parts for engines for the Citroen Company at Slough, around 1932 and 1933.

In order to substantiate this (fact?) I have been in contact with Petters Diesels at Staines, who informed me that at this time their factory was owned by the Lagonda Motor Car Company, and they now have no employees who were employed by them at this time.

I was therefore wondering if you or any of your members may be able to throw any light on this subject, if so, I would be most interested to hear from them.

Thank you for your anticipated assistance.

Yours sincerely,

MARTIN LLOYD

8 Home Rule Road,

Locks Heath,

Southampton,

Hants. SO3 6LG

Good Year for Lagondas?

Dear Sir—I enclose a photograph of a recent landing on our shores of one of the original "cyclecaristes" from France. He insisted on being met by an appropriate car and a bouquet of flowers while he would bring a bottle of champagne. We met as arranged but unfortunately there was no time for our visitor to buy the 'champers' before he left.

ROBBY HEWITT

London S.W.10



Lagondas For Sale!

Dear Sir—There has been some discussion in the magazine on the subject of the Fox and Nicholl Le Mans cars and I thought you might be interested in the enclosed.

Looking through a copy of *The Autocar*, 26th May, 1939, I noticed a real bargain! The 1935 Le Mans winner for sale at £119!

The complete list of Lagonda adverts is itself fascinating and comparison with modern day prices quite astounding. It's great fun reading through old motor magazines and I hope the enclosed photostat may be of use for your next issue.

JOHN BATT

Maulden, Beds.

By courtesy: *The Autocar*

The Autocar

FOR SALE AND WANTED—SPARES

Lagonda

£10 Deposit or 95 Gns. Cash.—Lagonda, 1935 model, 3½-litre sports tourer, grey and red, large instruments, spare unworn, carefully used, excellent condition, guarantee. Exchanges.—Rowland Smith, below.

£6 Deposit or 59 Gns. Cash.—Lagonda, 1935, 16-80 h.p. sports 4-door sunshine saloon, dark green with chromium waist-line, cycle-type wings, leather upholstery, excellent condition. Guarantee. Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, Hampstead High St. (Hampstead Tube). Hampstead 6041. [1340]

1933 Series Lagonda 3-litre Pillarless Sports Saloon, exceptional condition, very fast; £88.—Guy Alfreds and Co., 134, Tottenham Court Rd., W.1 (opposite Maple's). Euston 3268-9. [1833]

LATEST Series V.12 Lagonda Short Chassis Saloon, mileage only 5,000, passed for makers' guarantee, finished metallic gunmetal grey, literally faultless; £995.—Charles Follett, Ltd., 18, Berkeley St., W.1. Mayfair 6266. [9834]

SPECIAL Lagonda 4½-litre Road Racing 4-seater, winner of Le Mans race 1935, built, prepared and raced by Fox and Nicholl, full road equipment, excellent condition and guaranteed 100 m.p.h., cost over £2,000; now £119; exchanges, deferred.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [9760]

Lagonda Cars Wanted

ROWLAND SMITH

Tips Corner—No So Hardy Spicer

Dear Sir—Members might like to know that one Mini's rocker cover gasket will make two cork gaskets of the correct section for the universal joint sheaths on M.45s etc. These joints are prone to severe wear if the gear oil or Castrol C.L. grease is allowed to wander all over the underside.

Hope this will help.

PHIL ERHARDT

Esher, Surrey



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SERVICE TO INDUSTRY

ANNUAL AWARDS

MICHAEL TROPHY

To Member most successful in all types of event using any Lagonda.

FOX TROPHY

Awarded to the Runner up in the Michael Trophy.

NORTHERN TROPHY

To Member winning the Northern Gymkhana.

DENSHAM TROPHY

Most active 2-litre and 16/80 owner.

BENTLEY TROPHY

To winner of Lagonda Race at B.D.C. Meeting at Silverstone.

RAINE TROPHY

Border Area Annual Award.

CAR CLUB TROPHY

To winner of A.G.M. Concours.

ALLISON TROPHY

To winner of Hants./Dorset Rally Tour.

COMMITTEE TROPHY

At the discretion of your Club Committee.

GOSTLING TROPHY

To Member contributing the best Magazine article.

Trophies are awarded at the discretion of your Committee.

Claimants to submit List of Events and Placings to the Events Secretary at the end of each season, as advised in Club Publicity.



FIXTURE LIST 1982

16/17 January, Saturday/Sunday	VSCC Measham Night Scatter Rally
6 March, Saturday	VSCC Pomeroy Trophy, Silverstone
2 April, Friday	Northern Dinner Dance and Prize Giving, Monk Fryston Hall
17 April, Saturday	VSCC Silverstone
18 April, Sunday	Midlands Social
May—To be advised	Midlands Social & Northern Tour
3 May, Monday	VSCC Brooklands Trophy, Thruxton
9 May, Sunday	VSCC Curborough 'Sprint'
23 May, Sunday	VSCC Donington Park Race Meeting
30 May, Sunday	Eastern Area Spring Tour
30 May, Sunday	Midlands Social
12 June, Saturday	VSCC Oulton Park Racing/Concours
20 June, Sunday	Rally Tour, Hants/Dorset
20 June, Sunday	Yorkshire Social
27 June, Sunday	Midlands Social
3 July, Saturday	Northern Gymkhana, Sandtoft
10 July, Saturday	VSCC Silverstone Race Meeting
11 July, Sunday	Shelsey Walsh Hill Climb, VSCC/MAC
18 July, Sunday	Eastern Area Social
21 July, Wed.	Aston Martin-Lagonda Factory Visit
31 July/1 August, Saturday/Sunday	VSCC Prescott Hill Climb Weekend
August—To be advised	Midlands Social
8 August, Sunday	Shuttleworth Collection Visit (Old Warden)
15 August, Sunday	Southern Social, Michelham Priory, East Sussex
28 August, Saturday	Bentley Drivers' Silverstone Lagonda Race
29 August, Sunday	VSCC Cadwell Park
11 September, Saturday	Eastern Area Social
18 September, Saturday	AGM, Oatlands Hotel, Surrey
25 September, Saturday	Midlands Dinner
September—To be advised	Northern Autumn Social
24 October, Sunday	VSCC Eastern Rally
6 November, Saturday	Lakeland Weekend
10 December, Friday	London Film Show
December—To be advised	Hull Area Dinner

NOTE:- Southern, Midland and Northern social events will be fully detailed in Club Newsletter.

Hon. Events Secretary: JOHN A. BATT,
Reynard House, 49 Ampthill Road,
Maulden, Beds. MK45 2DH.

Telephone: Home—Ampthill 402935 (STD. 0525)

Office—Rickmansworth 79228 (STD. 09237)

LAG-CHAT

ADVANCE NOTICE

- BOOK THE DATE NOW!

5006019

THE NORTHERN DINNER IS BEING HELD ON

FRIDAY, 2ND APRIL 1982, AT THE

MONK FRYSTON HALL HOTEL, MONK FRYSTON,
YORKS.

Further details will be available in
the Newsletter or from Herb Schofield

ADVERTISEMENTS

WANTED:

Sump and spacer for 16/80. Set of push rods for same. Flywheel and clutch assembly and pedal shaft. Could exchange flywheel for pre-selector flywheel. Peter Clark, Buxton 71058. (C.37)
P.S. Have one spare rad. badge for 16/80.

2 litre bits to restore my car to near-original condition: Stalk sidelamps, front seats, rear cycle-type wings, instruments, windscreen.
Colin Bugler, 4 Oakwood Avenue, Otterbourne, Hants.
Tel: 0962-713422. (B.9)

FOR SALE:

Lagonda Tourer 1935 4½-litre, mist green, in running order but requires some work, at £4,000 or nearest offer. The car can be viewed by arrangement with R. Purnell, Wisborough, 103 Harlsey Road, Stockton-on-Tees, Cleveland. Tel: 581247. (P.11)

1957 3 litre DB Lagonda Saloon, Tickford alum. body, not been run for 3 years. £1,200 o.n.o. View: 15 Fairfields Road, Basingstoke, weekends only. R. Blackburn (B.46). 32 Western Road, Lewes, Sussex. Lagonda 2½ litre, 6 cyl. 4-door saloon, 1950, chassis no. LAG 50/191. Reg.No. ASY 777. Complete and running car with original log book. Offers please to J.T. Fortune (F.10), Cheeklaw Farm, Duns, Berwickshire. Tel: Duns (03612) 3349 anytime.

David Brown 3 litre rear axle, brakes, etc. £45, Radiator £20, Handbook £12. LG45 Speedo £18, Handbook £12, Lagonda 3 litre head gasket £10 Starter housing (perfect) £10 Handbook. 21" wheel £15, P100, P80 rims, bowls, reflectors, etc. Rapier magazines All o.n.o.

TOM PINGUEY, 4 Albermarle Court, 30 Southend Road, Beckenham, Kent. Tel: 01-650-9316.

(It is not known if all the above are still available).

P.T.O.

STOP PRESS!

IMPORTANT SPARES:

GEARS FOR O.H. GEARBOX

We have at last found a firm of gear manufacturers to produce constant mesh, 1st, 2nd & 3rd gears: (8 per set). The price will be approx. £250 a set. Ratios will be standard Speed Model Tourer. This particular gearbox could be fitted to 2 litre H.C. and L.C. and 16/80 cars. If you are unsure of what type of gearbox you have, then have a look under your floorboards. The O.H. box will have an L-shaped top cover plate which may be steel or cast aluminium. The above price is based on an order of 20 sets. Remember you may not need them immediately but they will always be a useful spare and it is unlikely that a second order will be placed. The price in some years' time could be double. SO ORDER NOW.

MAGNETO DRIVE SHAFT (used on all 2 litres)

I have obtained a quotation for above item and the price will be £52 based on a minimum order of 10. SO ORDER NOW.

WRITE TO: Peter Whenman,
The White Cottage, Phoenix Green,
Hartley Wintney, Hants.

SUBSCRIPTIONS for the year 1981/82 in the amount of £10 were due 1st October last. Will those of you who have not yet paid please remit without delay to the Subscription Secretary:

Bryan Hyett,
53 Wombourne Park, Wombourne,
Wolverhampton. Staffs. WV5 0LX

"THE LAGONDA" Issues 1 and 2. Reprints of these two magazines are now in hand. Details of availability and price will appear in the February Newsletter.

On Saturday, 6th February, the National Motor Museum is holding an Archive Special at the National Film Theatre on the South Bank. Two different programmes will be shown at 6.30 p.m. and 8.45 p.m. Tickets are £1.80 for each part available directly from The Box Office, National Film Theatre, South Bank, Waterloo, London, SE1 8XT, enclosing s.a.e.

FOR SALE: Lagonda 2 litre spares. Cylinder head, headlamps, brake shoes, linings, rockers and numerous other spares. SAE list.
Godberford, Port Villa, Milverton, Somerset.
Tel: Milverton 400556.