



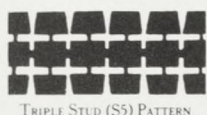
**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 120**

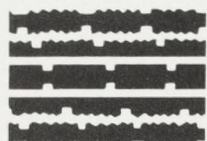
**Winter 1983**







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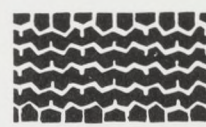
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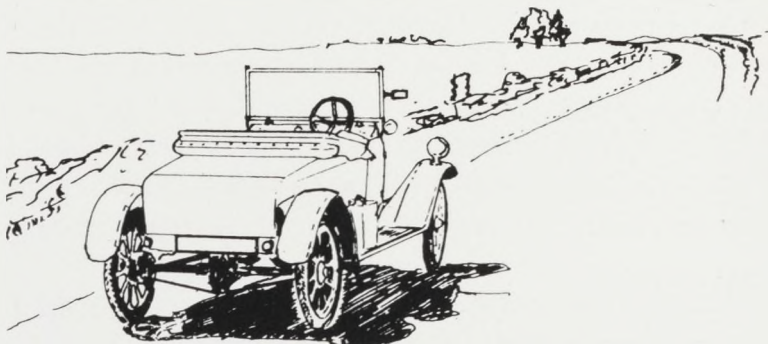
**MAGAZINE**

**Issue No. 120**

**Winter 1983**

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*Editor:* B. W. Walker, 17 Malcolm Road, Shirley, Solihull, W. Mids. B90 2AH



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*FRONT COVER:* Peter Docker's much-travelled 1928 2-litre Speed Model.

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.

**COPY FOR SPRING 'LAGONDA' URGENTLY REQUIRED. Submit to Editor by 28th February please.**



# Out and About

SO TO THE START of another year. Spring to look forward to. The Northern Dinner, Club meets, competitive events, pleasant motoring and, hopefully fine weather.

Alec Downie is hoping to arrange a visit to France and a Champagne company, in April/May. At the time of writing it is still at the planning stage. However, if the thought appeals, contact Alec who will further advise you. Please don't 'phone him between 10 p.m. and 7.30 a.m. though as he likes to keep some time for working on his Lagondas, without interruption.

The 2-litre is still frightening the residents of Birmingham, as well as the driver.

The scene: Sunday morning. Very frosty, but clear and bright. A cold looking figure approaches a 2-litre, well armed with spanners and other items of battle. The problem of the "cageful of budgies" is about to be resolved, having been plagued by same for the past 7 weeks on every journey.

The front wheel is swiftly removed, as is the hub/bearing retaining nut. Two hours later it is decided that if the hub is not going to come off, it probably will not go back in a fit state to be able to get the required bits anyway.

A phone call, by chance from saviour Peter Whenman, gives me the information desperately needed to approach the local supplier of bearings. They, though, can only supply bad news. One they have. T'other they 'aint. As both are possibly needed, request that they see if they can obtain t'other quickly.

The scene: Tuesday morning. Very frosty, but clear and bright. A cold looking driver has just proved that the racing 2-litre does go

quickly after all, having just out-accelerated a double-decker bus.

Also that the steering, despite the ratio of 8:1 is remarkable light. A swift glance down the side confirms that the track is also adjustable. SELF!

Using the three wheel brakes left, a call is made to join the Morgan Club, whilst there is still something left to join anything with.

Yes, the front o.s. bearing has decided that all the hard work on Sunday was to some effect. It is now on the way off, complete with hub, brake drum and wheel.

The local bearing people? January. They do however have one that is close enough to be more use than that (just) on the car.

Hallo . . . R.A.C. Recovery? Good morning, I wonder if . . .

## PUB MEETS

**Midlands:** Third Thursday in each month at the "Green Dragon", Willington (just off the A38 between Derby and Birmingham).

**Southern:** Second Wednesday each month at 8.30 p.m. at the Windlemere Golf Course Club House, West End, near Lightwater, Surrey. (Near the junction of the A319 Chobham Road and A322. Exit at Junction 3 if approaching on the M3.) Alec Downie is the organiser.

**Northern:** First Sunday lunchtime each month at the "Floating Light", Standedge, near Marsden, W. Yorks.

**London:** Jointly with the B.D.C. on the third Tuesday each month at the "Bishop's Finger" in Smithfield. Easy parking.

**North East:** First Wednesday in each month at the Cave Castle Hotel, South Cave, N. Humberside. With V.S.C.C.

**Dorset:** First Thursday each month at Hambros Arms, Milton Abbas for a "Noggin and Natter".

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JOHN ANDERSON

### Sketch 1



A heavy chain  $\frac{3}{4}$  in. pitch  $\frac{1}{2}$  in. wide, is used about 12 in. long. One end of the chain is connected to the cross shaft and the other to the rod running to the rear compensator box. Suitable connectors are shown in Sketch II.

The  $\frac{1}{2}$  in. pin on which the sprocket runs is an ordinary  $\frac{1}{2}$  in. H.T. bolt. It will be necessary to thin the head down to about  $\frac{3}{16}$  in. and to cut about  $\frac{1}{8}$  in. out of the lower flange of the chassis as the clearance is almost nil at this point. Anything less than  $\frac{3}{16}$  in. for the bolt head would be too thin. The nut and bolt at the other end are drilled and split-pinned.

In order to correct pedal movement and leverages after this modification, the following should be done.

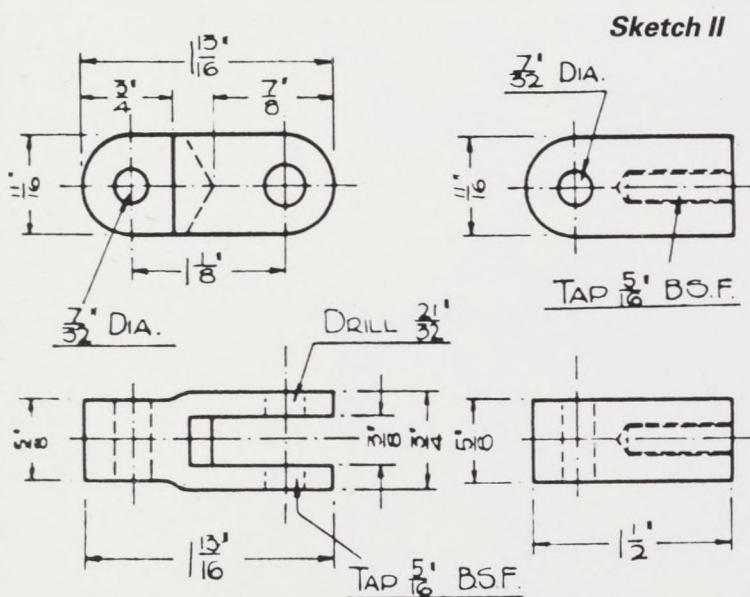
1. The rod from the foot pedal to the lever on the rear compensator should be connected to the wire \* of the holes in this lever.

2. The rods to the front brakes should be connected to the wire \* of the three holes on the cross shaft levers. \*higher? ed

Five-sixteenth-inch rods are substituted for the rear cables in the following manner:—

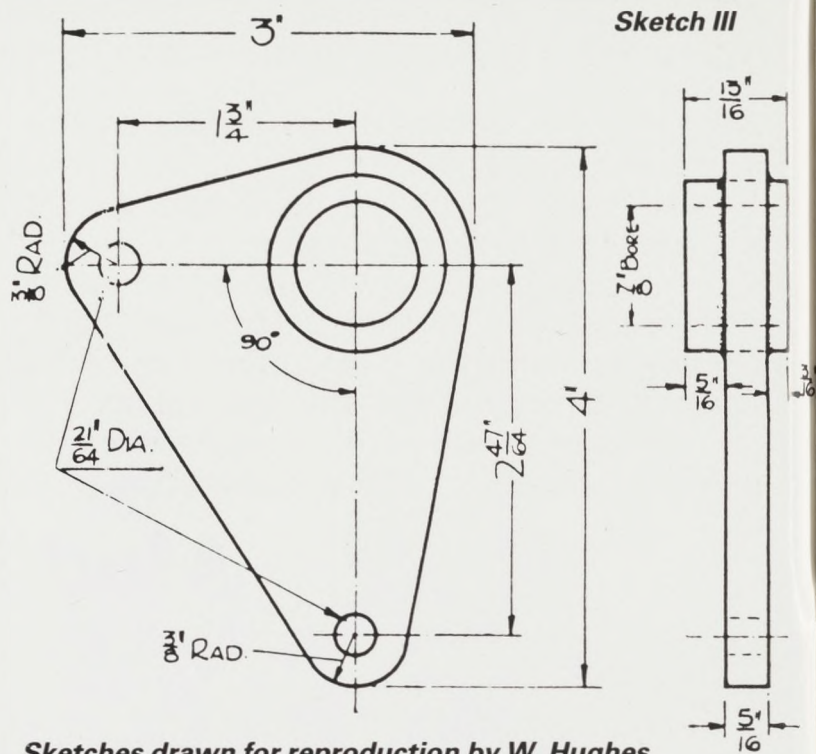
The lower cable pulleys are removed and replaced by bell cranks, as shown in Sketch III.

The pivot can be arranged by brazing scrap timing case bushes on to the bell cranks (these bushes have the same bore and width as the cable pulleys).



The  $1\frac{3}{4}$  in. dimension is the same as the radius of the cable pulleys. The  $2\frac{47}{64}$  in. dimension allows the rods to the rear wheels to clear the sides of the chassis and additionally affords the final balance of leverage between the front and rear wheels.

Rods of suitable length are threaded  $\frac{5}{16}$  in. B.S.F. and are screwed into the compensator



Sketches drawn for reproduction by W. Hughes

box slides and into the rear wheel adjusters (these are already screwed  $\frac{5}{16}$  in. B.S.F.).

A knuckle joint is inserted about an inch behind the cable fairleads (which have to be opened out to take the  $\frac{5}{16}$  in. rods) thus allowing for the rise and fall of the rear wheels. The finish of the knuckle joints which are also used to connect up the rods to the bell cranks, can be obtained from Elephant Motors of Newton Causeway, Elephant and Castle.

It is strongly recommended that king pins and bushes should be in order and the front wheel bearings adjusted, since the brakes are sufficiently powerful to introduce undesirable effects if the wheels are at all "flabby".

There is very little "pumping" of the foot pedal except on the roughest surface.

With the modification fitted to the low chassis 2-litre, most of the "sponginess" goes, the brakes are more progressive and certainly stop the car when required.

It has been found necessary to add two pull-off springs (external) to the back brakes.

It is possible to introduce the compensator only and retain the cables to the rear brakes, but this does not give the best results though it is an improvement on the old arrangement.

No lengths are given for the various rods, as this rather depends on individual cars.

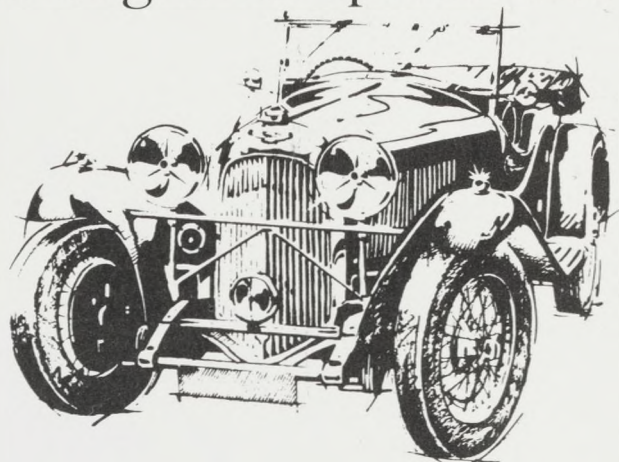
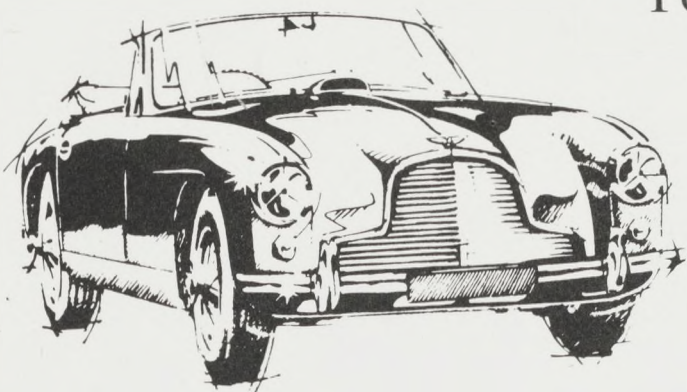
Excluding the manufacture of the "bits and pieces", fitting them to the car took about a day. The results are well worth the trouble and small expense.

GEORGE DEAN



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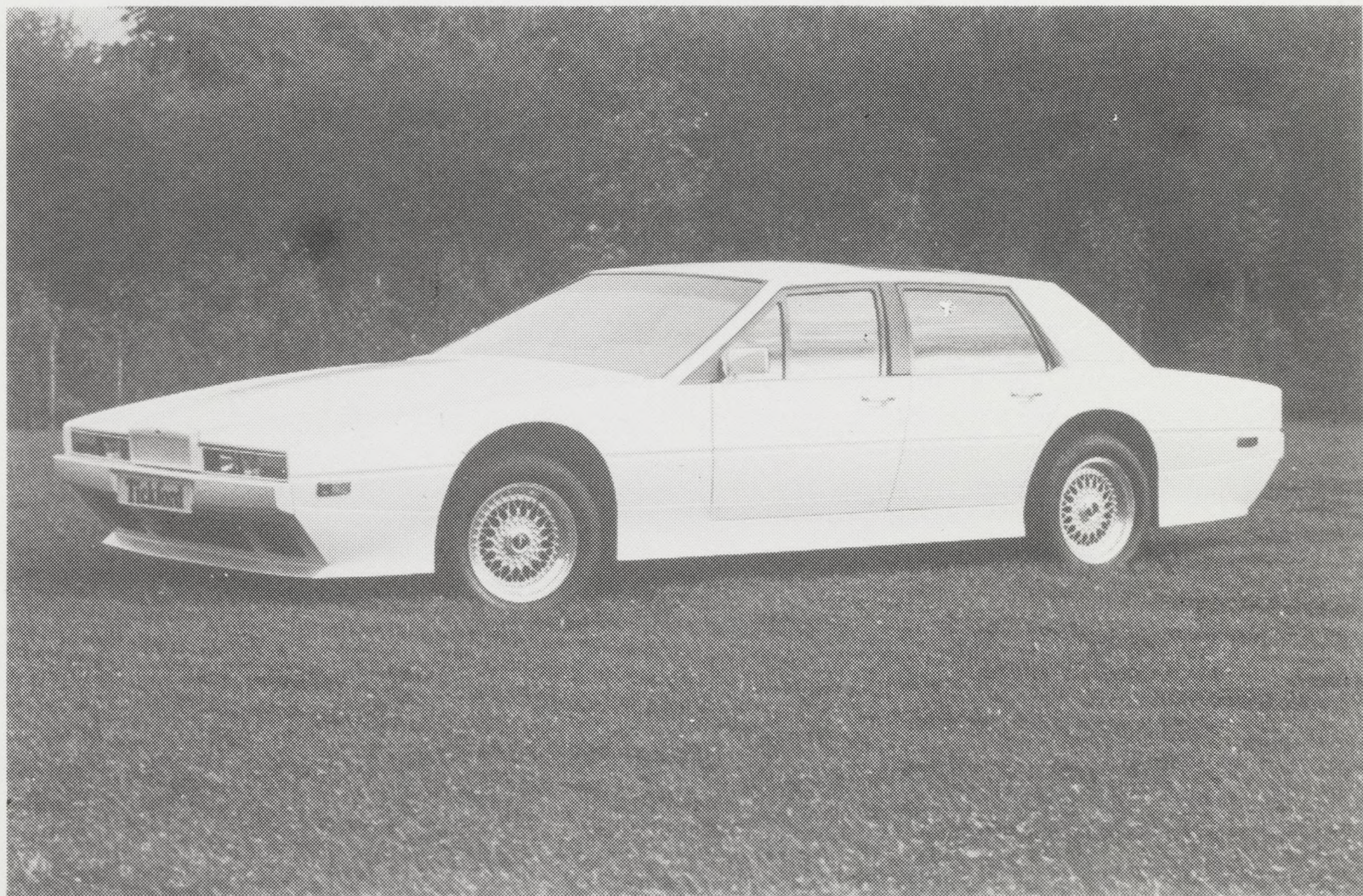


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*The new Tickford Lagonda.*

*Photo: Aston Martin Lagonda*





THERE IS NO FINER WAY to discover your errors than to publish a story. Within a few weeks of the V.12 Team Car story appearing in the Summer magazine, the accompanying photo came to light via Geoff Seaton. It shows the "works" car 14089 on show at Staines some time after the 7th June press show (the chrome radiator slats have gone) but before the test at Brooklands (no numbers, no white horn enclosures). The key point of the photo is the registration number, HPL 448, one before the Lord Selsdon car. Thus I was totally wrong in "proving" that the "works" car wasn't registered pre-war and in fact the two cars were consecutive, 14089 (HPL 448) and 14090 (HPL 449). The present number GRK 77 on 14089 is thus a post-war re-registration done to get the £10 annual tax instead of the £60 or so that a V.12 had to pay then. I understand that John Rees will now try to restore HPL 448 to its rightful place.

The second follow-up to the V.12 story was a long and interesting letter from Bob Crane, bringing the story of 14090 up to date, and he has encouraged me to write it up for these pages to complete the saga.

After the less than successful attempt at Indianapolis in 1946, Bob Arbuthnot sold the car in America. There is then a gap until it turned up at Watkins Glen in 1950 driven by R. N. Sabourin of Flushing, N.Y. Actually a Lagonda ran in the first meeting at the Glen in October 1948 but there is no record whether this was 14090. I suspect it was. Sabourin was a wealthy sportsman who liked to compete and it was a very "in" thing to race an English sports car. He didn't finish at Watkins Glen and sold the car in November 1950 to an airline pilot Garret B. Fuller. Fuller also raced the car and it was at Mount Equinox Hillclimb in Vermont that Bob Crane first saw the car, in October 1951. It was, he recalls, heavy and ungainly with a long amateurish body on it. On the other hand, there was no denying the power. It was totally unsuited to a tight switch-back-like hillclimb that rose 3,500 ft. in 5½ miles of tortuous gravel surface ending in the clouds. No greater contrast to Le Mans can be imagined. Bob was just contracting Lagonda fever and tracked down Fuller to Massa-



chusetts where he lived and tried, unsuccessfully, to buy the car.

In 1952 Fuller in his turn entered Watkins Glen and came third at 67.9 m.p.h. There were presumably other races and sometime between then and 1956 he managed to throw a rod and knock a large hole in the crankcase. Rather than repair it, he removed the V.12 and its transmission and replaced it with a V.8 Chrysler Firepower "Hemi", a much admired engine at the time, together with its transmission. Bob Crane had by now bought a V.12 drophead and was incurably bitten by the Lagonda bug. Discovering that Fuller had no intention of repairing the V.12 engine, Bob attempted to buy the engine but could not accept the price asked. By March 1957, however, Fuller had sold the engine to Ron Henderson of Newport, New Hampshire.

Henderson's intention was to rebuild the Le Mans engine and put it in a racing speed boat. He got as far as dismantling it, but no further, as is so often the way and Bob was finally able to buy a box of bits in April 1957. Bob then installed the head, manifolds, camshafts and carburettors on his drophead 14058. The difference was electrifying, once the nightmare of synchronising the four carburettors had been overcome, with both more power at the top end and also more low r.p.m. torque. The valve timing proved critical but when right there was no overheating either.

Meanwhile Garrett Fuller still had the Chrysler engined chassis and had thrown away the amateurish racer body and had substituted a tourer body from a Buick that was not a million miles from the works V.12 Rapide coupé, except that it looked to be a size too big

for the chassis. In October 1960 when Bob photographed it, it wasn't finished. It may never have been.

There then elapsed a long quiet spell until 1976 when James E. Dale of Toronto, already owning an LG.45 Rapide, grew interested in the idea of reuniting 14090 with its engine. He persuaded Bob Crane to part with the bits he wasn't using, that is the block, crankshaft and rods, timing gear and sump. He then set about tracing the chassis. Garrett had retired and moved to the West Coast but the Lagonda chassis was with a nephew in Pennsylvania. The nephew was eventually located and Jim drove down and collected the remains, stopping at the Cranes on the way back. Both the Buick body and Chrysler engine were gone, as was the bulkhead and obviously Jim faced an uphill struggle. The story begins to cool when Jim dropped out of the club in 1978, and we don't know if the rebuild continues, is finished, or abandoned. At least all the parts, apart from the top end of the engine, are together, and one day the club may conspire to produce Le Mans-type heads for V.12s. People who have seen them say that the casting is totally different from the production item and the same applies to the inlet manifolds that go with them. So much for the "production cars" that ran at Le Mans.

In August 1980 Jim, now of the Toronto Automobile Museum, was writing to *Thoroughbred and Classic Cars* seeking information and parts for the car, so he was still keen then and I gather John Rees keeps him up to date with progress on 14089. Perhaps one day soon both cars will be mobile again.

ARNOLD DAVEY

## LG.45 Rapide Matters

FURTHER to my article in the last issue of the magazine here is a list of known Rapide owners. This list may not be completely accurate with regard to present owners.

		Chassis	Reg.
		No.	No.
1. R. M. Roy	U.S.A.	12141R	—
2. J. L. Davenport	U.K.	12142R	CAR 733
3. J. Holland	U.K.	12143R	?
4. D. Overy	U.K.	12144R	AGE 730
5. ?	U.K.	12169R	DXV 163
6. J. Gilbey?	U.K.	12170R	EPH 716
7. C. S. Faulkener	U.S.	12171R	DLK 505
8. Coys of Kensington	U.K.	12172R	DXA 960

9. G. H. B. Dodd	U.K.	12173R	FPB 198
10. J. Dale	Canada	12202R	?
11. P. English	U.K.	12203R	EP 97
12. T. Peerless?	U.K.	12204R	FYW 998
13. ?	U.K.	12230R	MG 5109
14. R. F. Firth	U.K.	12235R	BYG 7
15. L. Mitchel?	U.K.	12245R	EPJ 199
16. G. Ferraro?	U.S.	12247R	?
17. R. Hatfield	U.K.	12248R	GPA 41
18. A. Downey	U.K.	12266R	GPD 117
19. H. L. Schofield	U.K.	12277R	GPD 939

HERB SCHOFIELD



# Novembers I Have Known

ONE NOVEMBER DAY during my schooldays I met

"No sun – no moon – no morn – no noon –

No dawn – no dusk – no proper time of day –"

at the beginning of a poetic list of 45 similar deprivations compiled by Thomas Hood (b. 1799) and ending with the single-word last line "November!" But there are items left to look forward to, such as horse-racing, and its well-established November Handicap held at Doncaster Racecourse. Very readily do I recall the 1961 event.

Weeks beforehand with proverbial feminine intuition the young wife of a former Lagonda Club member extracted from hubby a promise that he would back a particular horse whose name she fancied. She could hardly do it herself with a toddling son and six-months-old daughter demanding her attentions. Raceday was Saturday 11th November.

That same day her brother-in-law was off to the Midlands to compete in a motor rally, and so was I. We went together. At one checkpoint a horsey marshal told him what had won at Doncaster; have your own guess, dear reader.

On our way home the following morning we were urged to make good time by thoughts of calling en route on the celebratory family since we had originally drawn mum's attention to the name of the horse. In several villages and towns we slowed for Armistice Day Parades, and then when we did arrive with our congratulations, we sensed a certain atmosphere. Yes, hubby had forgotten to place the bet on Henry's Choice.

The Henry whom we all knew had been a competent horseman himself in his younger days, our never-to-be-forgotten Henry Coates. Indeed, he was in that same rally, the Lagonda Club's November Handicap, and he got an award; Ken Pape and I were also-rans. Henry had forsaken the two stirrups control of his hunters for the three pedals control of thoroughbred sports-cars and was a frequent and successful driver in a great number of events.

In those days our own club's November Handicap was a fairly regular meeting organised in different parts of the country to give widespread opportunities of entering. I took part in those from South Godstone 1963, Measham 1961, and Sandiacre 1970. The Surrey event finished very late at the Red Barn,

and returning the following day northbound drivers were soon mixed up with vehicles connected with the V.C.C.'s London-Brighton Run. During the afternoon of the Sandiacre start we went to the dogs and suffered delays by hounds, horses, horseboxes, horsemen and women just finishing a Peak District hunt. And there on my mapshelf O.S. Maps (old style pre-metric) 144 and 157, both of them in unmarked and perfect condition, remind me that the 1971 or 1972 event was planned for the Cheltenham-Swindon area. Sadly it had to be cancelled at short notice and I believe our November Handicap has not been held since.

"Please to remember the fifth of November" says Traditional. And I well remember Bonfire Night 1954. There was long heavy rain here in the north. I'd been invited to an annual bonfire party of fulsome conviviality but all such parties hereabouts were automatically postponed. This suited me as I had to be up and off at 0530 hrs. next morning bound for Hellifield and my first-ever rally, though for two years I had tried driving tests and concours meetings. Navigated by Enid and with father as time-keeper and treasurer, we groped through mist and were delayed by floods caused by the persistent downpour of the previous night but comfortably made the start in the station yard. This was the V.S.C.C. Ribblesdale Rally and also included several special tests.

One test resulted in a mention-in-despatches in *The Bulletin* of the V.S.C.C. At a spot height of 1,926 ft. near the summit of Dodd Fell competitors were instructed to remove one plug from the engine, take it to the marshal, put it back and restart, all against the clock. *The Bulletin* recorded "... slowest time was by Paterson taking 153 seconds for the job against Winder's 38 secs." Unlike the plugs, my hands were freezing and the cart-track was shin deep in snow. We had not been instructed to switch off first, and I was not amongst those who did forget; no wonder they sped through the snow. Henry had his own mention with those who were exactly on time and lost no marks, and he earned a second class award. Homeward bound we were encouraged on our way by merry parties on village greens and countless delayed fireworks and bonfires.

For years the good old V.S.C.C. has had two sizeable events every November; a northern



rally or trial, and the Eastern Road Rally. I've had goes at the latter in 1957, 1964 and 1968, but to date I have not entered their northern event again. The special tests in the north began to take preference and so in 1955 the start moved to Ilkley and it developed into the Northern Trial; two or three years later they moved the start to Bolton Abbey, most of the favourite climbs being in Nidderdale and Wharfedale. Late November became the date.

In '61 there was hail, it was freezing cold, and some cars suffered frozen radiators while waiting for their turns at Mastiles, a mile or two from famous Kilnsey Crag. Again, Henry got a second class. In '62 it snowed. In '63 it began in a cloudburst, and after lunch the rain which had been merely torrential became really severe, said *The Bulletin*.

Enid and I were marshalling in Mastiles where on completion of our test most competitors went another three furlongs or so to a convenient turning point before retracing the wheel ruts to Kilnsey. A few Austin 7s had turned where we were. Then along came Henry, in a hurry, trying to make up time he'd lost due to intimate contact with boulders. Unhesitatingly he turned at our feet, in a space but a few feet more than his overall length, by a continuous reciprocating motion between forward and reverse combined with a purposeful rotational movement about the centre-point of the car and judicious rhythmic blipping of the throttle. Somehow it all reminded me of a famous knightly conductor evoking a perfect response from an augmented symphony orchestra and choir. Our Senior Marshal expressed his own compliment as Henry disappeared. "Gawd, WHAT a DRIVER!" Meanwhile, in that vulnerable personal region above the wellies and below the bottom of the anorak I was absolutely soaked to the skin. On my return to the Tennant Arms at Kilnsey a late-arriving Hermes spectator spontaneously offered me his dry pair of spare trousers. Only when I put them on did I appreciate that a difference of -6 inches in the height did not compensate a difference of +6 inches in the waist measurement. Then when I put all my loose change into his trousers I found there was a hole in his pocket and I'd to spend some time collecting pennies from the extremely wet and muddy floor of the gent's. Henry collected another award. Regrettably, this was his last serious competitive appearance.

A twinkle used to come into his eye when he related his petrol tank incident. He calculated he was using tremendous amounts of fuel and discovered a leak in the tank. Remembering an old dodge for effecting temporary repairs to small holes he hastened to the nearest village shop, thought of his friends amongst the spectators, and in his eternal quiet and very gentlemanly manner asked for a dozen packets of chewing gum please. "I'm sorry sir," replied the dear old lady behind the counter, "I haven't any just now," and shrewdly added, "Would a box of chocolates do instead?"

In '64 there was ice and snow which prompted a reporter who was nameless in *The Bulletin* to ask, "Couldn't it be held a few weeks earlier?" Perhaps he was a marshal too; at any rate he summed it up in the phrase "this most enjoyable event". No Henry this year, but Ian North entered.

The '65 Trial was still on the last Saturday. It was defeated by the weather; competitors who did manage to reach the start found themselves in a blizzard, and the snows were left to the hard-working snowploughs.

The next Northern Trial was brought forward three weeks, and so since 1966 it has been on the first Saturday of November, a straight swap, I believe, with the Eastern Rally, which starts mostly from either Stilton or Wansford being on flat low land which does not attract the snow.

Reverting to the Northern Trial, another alteration in '66 was the venue in quarrylands enclosing the awesome Post Hill on the outskirts of Leeds. After trying it again the decision was made to go over to the Lake District; in '68 it became the Lakeland Trial, and since then I realise I have become Lakeland orientated. And I hope it will remain up there every November, which I have come to regard as a very good month, as long as the praise-worthy team of local organisers like to organise it.

Few Lagondas have been seen on the entry lists unfortunately. Those that I readily recall from my own various visits have been what I took to be a 16/80 driven by one Titterington, the 3-litre team car with Elliot Elder navigating and two bouncers in the back, and John Harris and young son in an early Lagonda Rapier. Probably the most noteworthy of all was the Macdonalds' highly desirable best LG.45 Tourer with Iain and John in front and two bouncers in the back. Surely the most sumptuous accommodation rear bouncers have ever



had! Most years they are marshalling, and in this capacity we must mention the years of service given by our President who comes up all the way from London to do it. There is now a usual team of Manchester members too, augmented by Edinburgh and East Riding reps. Other Lagonda Club members exercise their other makes. And within a few miles of the trial there is ample overnight facility to suit all tastes and match all pockets, quite near the motorway network.

I had to forego the weekend in 1981 but I would emphasise that before and after that year there was a great deal of sunshine. I have been to the Lakes innumerable times since my first visit over 50 years ago, and I frankly assert

that I have never ever seen it in such glorious conditions of sun and colour as it was in 1983.

Additionally to all above, I recall a period of some years when the Alvis Owners invited us to an event they organised in November and which I sampled in 1960 and 1962.

You may readily assume, ladies and gentlemen, that November is a favourite month so far as I am concerned, in contrast to that 19th century poet. Conversely, one must regard him as quite a humorist and I guess he wrote it as a bit of a leg-pull with his tongue in his cheek. And doubtless, as the pen was laid to rest after finishing the final line, Hood winked.

ROY PATERSON

## *Southern Social – August '83*

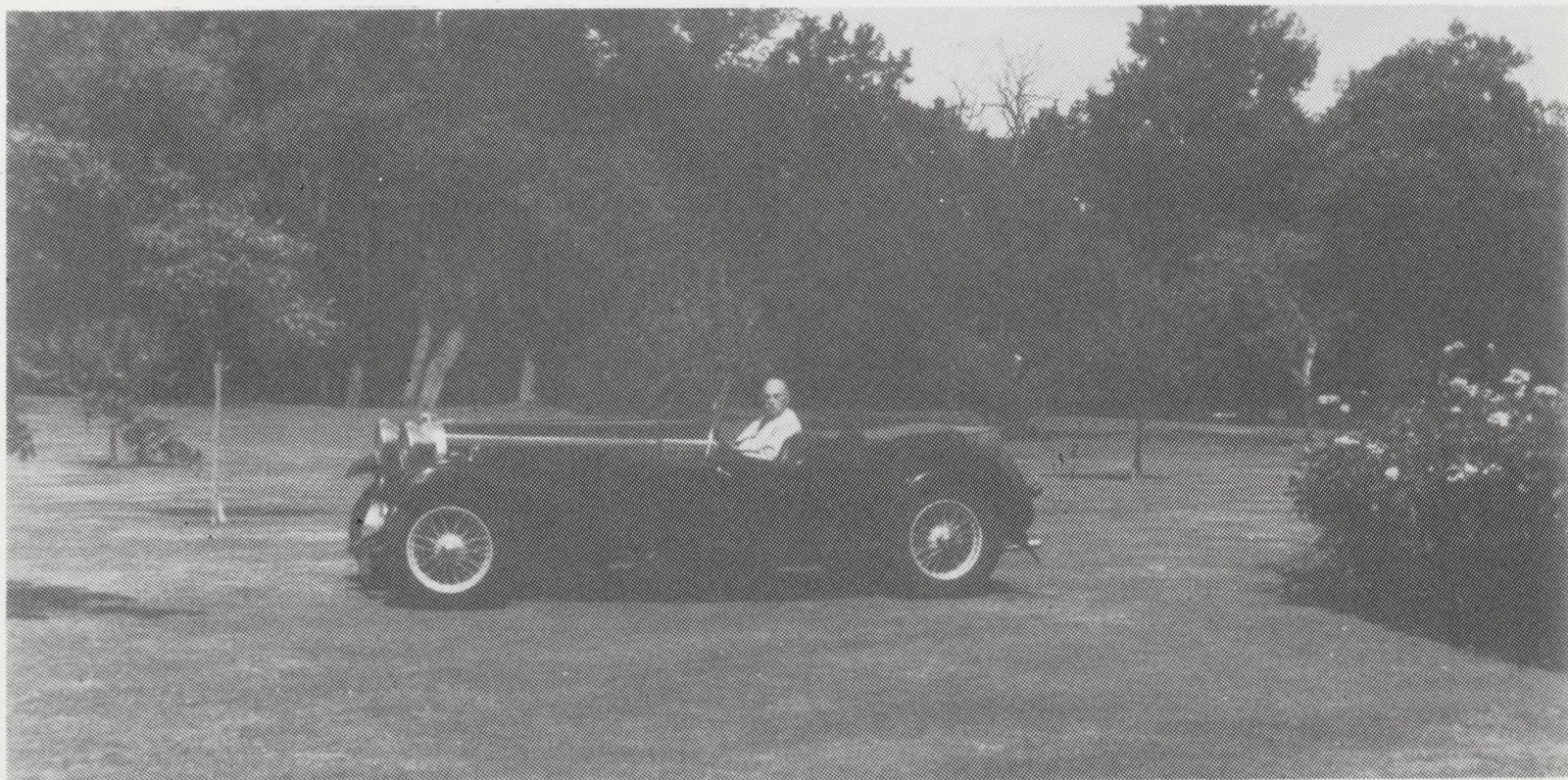
MICHELHAM PRIORY in Sussex was again the pleasant venue for what is becoming a regular fixture in the club's calendar of social events. The V.S.C.C. and other clubs with members in the Kent/Surrey/Sussex area were invited and so provided on the day a good cross section of vintage and p.v.t. machinery whose owners enjoyed a sunny day in this rural retreat north of Eastbourne.

Representing the Lagonda Club were Raymond Whickham, Peter Sutcliffe, Kip Waistell, D. Weatherley, D. Mahoney, Paul Watts (well done, Paul!), Eric Parsons, R. Wheldon, S. Benson, P. Allen, J. Cook, Jeremy

Wood (Invicta 1½-litre), Valerie and Tony May. Other makes represented were Alvis (Jack Horne), Aston Martin (Eric Ellis), Sunbeam (Norman Goodman), Bentley (Mike James), AC Ace Bristol (Richard Bittleston) amongst others. All these cars attracted a lot of interest from the general public visiting the Priory whose fine grounds and placid river made an attractive setting to the cars. Picnics were set out on the grass and a very pleasant afternoon was passed away in the warm sunshine.

Valerie will organise the event again next summer at Michelham – try to join us!

TONY MAY



*Southern Social at Michelham Priory.*

*Photo: Iain May*

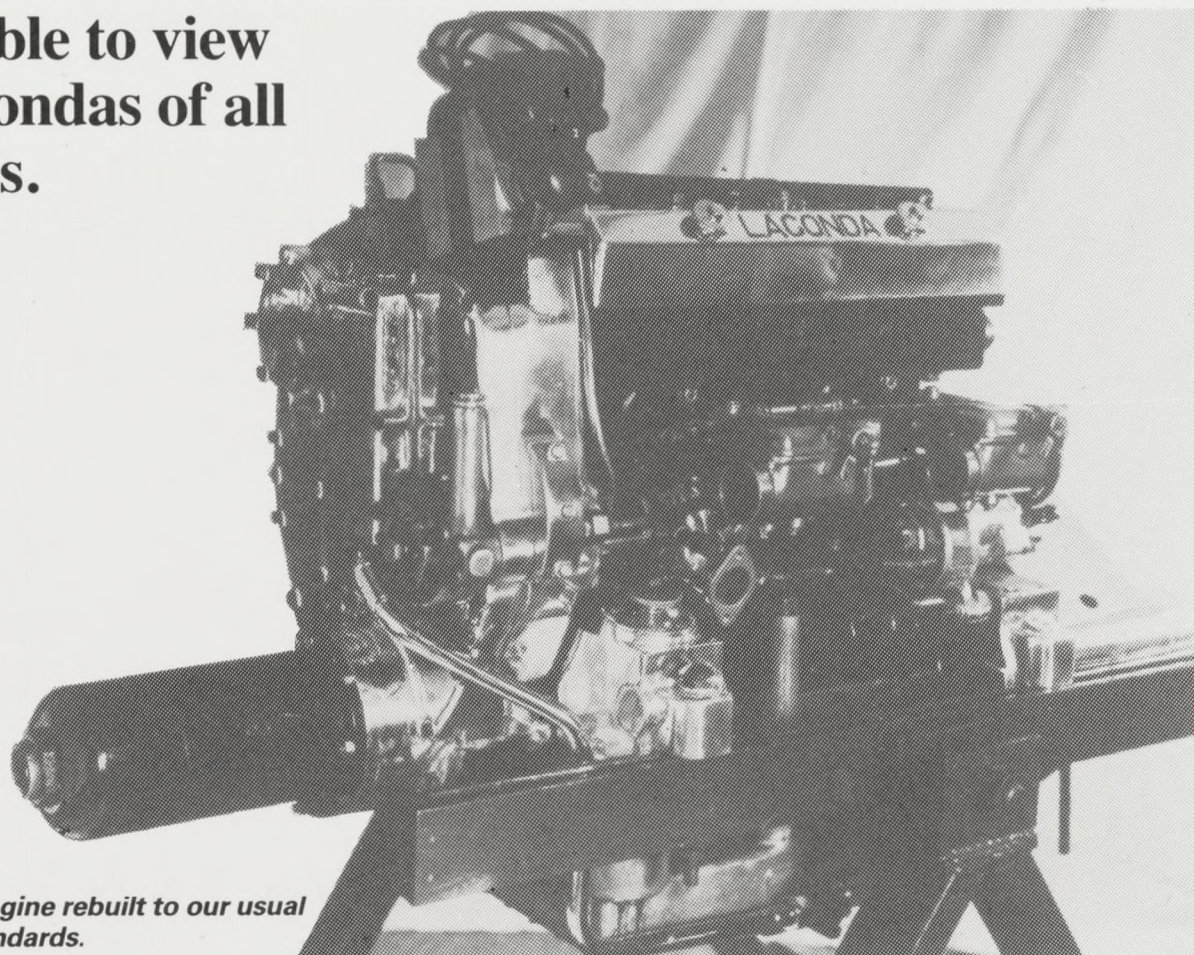




# Peter Whenman

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**'Vintage Coachworks', Forecourt 'Phoenix Inn', Hartley Wintney,  
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# 1983 Summer Run

IT'S A BEAUTIFUL DRIVE between Hartley Wintney and the Child Beach Trust at Basildon. Especially if you go the way recommended by Derek Green.

The day was one of those that we came to know so well last summer. The mid-day port of call was Peppard Common, just outside Henley-on-Thames. A beautiful common, ideally suited for picnic lunches, with a con-

veniently placed Pub.

The photograph shows the 1938 V.12 of Richard Bush and Robin Wodehouse's 1932 2-litre in the company of Javier Nowack, from Jerez, Spain, Emma Wodehouse, Richard Bush, Robin and Olivia and Margaret Wodehouse enjoying cars, food, drinks and surrounding scenery.

ROBIN WODEHOUSE



Peppard Common.

Photo: Robin Wodehouse

## WF 7190 to WFX 433 or Love's Labours Retained

I GOT MARRIED in 1965 so it must have been '64 when we set off for Istanbul (previous girlfriend, twin sister and brother-in-law). In 1961 the car had been – as marriage was to be – sudden, quick and *lasting*. Three of us (aged 21) bought her for £70, covered thickly in green Valspar, and she burst a rear tyre on our very first journey. The £8 or so we paid for a cover in those days nearly broke three separate banks!

Her clutch went after a few thirsty months and after pouring paraffin into the bell-housing we parked her on open ground not far from the gasworks. Next day her headlamps and windows had been smashed (who says vandalism is a recent disease?) and after many

vicissitudes she gradually became mine and I swapped her for another M.45 pillarless saloon off Ivan Forshaw, together with £50. this time WF 7190 (I kept the number plates and the log book) was covered in white Valspar, hand applied and beautifully rubbed down, and much of her – apart from the engine – had been rebuilt. Travelling back from London in the autumn of '62 she ran a bearing and I rebuilt the engine in my landlady's front drive, storing the headlamps and other "valuables" in my bedroom after taking them there in a suitcase. (My landlady always afterwards claimed that that was all I ever had in that suitcase . . .) With oil pressure at 40 lb. (hot), Maurice Leo higher compression





**WANTED!**

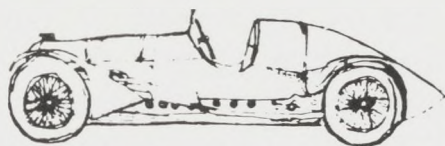
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Contact: Bill Evans (E.14 2-litre L.C. owner)

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pistons running in rebore and 17 miles to the gallon, she went well, and there were several epic journeys (in England and at speed) to convince me that she should go abroad.

At this stage I had finished at University and started my first job. Though I had rebuilt the engine, I hadn't heard of a torque wrench and I still didn't know the difference between BSF, BSW and BA, but I did decide to buy some vital spares from Ivan to lump with us to Istanbul — just in case. These included a head gasket, a spare half shaft, clutch linings, rivets and other "sundries". They surfaced in my loft the other day, dusty but intact. I paid £3 for the gasket and £5 for the half shaft.

There was no room in the car for three tents, camping equipment and clothes for four adults, so we used the gap between the bonnet and the flared wings for the soft stuff. I have a picture of the car, doors open on a Turkish grit road in strong sunlight, loaded to the gills in this way. We had a roof rack too.

Crossing France and approaching the Alps cost us only the starting handle, stolen while we were admiring Laon cathedral. (Why the starting handle rather than the easily detachable luggage still amazes me.) Our passage through the Alps was distinguished by immense torque helping us overtake everything going *UP* the passes. Everything repassed us on the way down, however: her brakes, though good, were not as efficient as the 1960s version, and we were heavily loaded. To make up for lost time and to get to Venice before sundown, I put my foot down on the autostrada that crosses the dull, flat plains of northern Italy. Checking (1) the fuel gauge — how fast it seemed to be emptying! (2) the oil pressure — funny that at over 3,000 revs it was down a bit; and (3) the speedometer — a steady 75 m.p.h., I thought to take advantage of a long stretch of gently sloping road and moved into neutral. There were no towns or villages to be seen, the sun was shining and we travelled for a mile or two in a balmy silence, broken only by the swish of wheels. Lovely! — until I revved up to move her back into top.

You will recall that I had run a bearing two years previously, and I recognised at once that awful metallic jangling in the engine. It was one of the worst moments of my life. My unsuspecting passengers dreamed on, thinking, no doubt, to be on the Lido and canals of Venice in a few hours.

*Does fortune favour the bold? As we*



coasted to a stop, there across the verge and down a grassy bank was a garage. It served a country road running alongside the motorway and backed on to it. It seemed strangely deserted, but it was a garage. Without conscious thought I turned the Lagonda's nose down the embankment, crossed the grass and bumped on to the forecourt. My passengers woke up hurriedly at this point. Noting the signs of my rising hysteria, as I explained what I knew had happened, they quietly unloaded the car, pitched the tents, as far away as possible, and made coffee. It took my brother-in-law and myself four hours to strip the engine. Yes – I had done it before; yes – it was journal no. 3 – again! Greasy and tired, unable to purchase nuts and bolts, even had I known which was BSF and which not, I stared at the wreckage of the engine, strewn around the forecourt. An Italian joined us. Old school Latin, phrases from the A.A. book, an old motor – or was it just our pitiable plight and the presence of the two girls? – but we learned that the proprietor was on holiday; he was the caretaker; yes – we could use the service bay with its hydraulic ramp; and even more to the point, at Verona down the autostrada Lancias could remetal the conrod and grind the journal. (He made the phone call for us.)

The following day we hitch-hiked. I remember very little of the details and of whether I spoke English, Latin, French or what, but some memories will always remain: the weight of the crankshaft as I thumbed for lifts; the blessed machinery in the Lancia workshop where remetalling could be done; arrival in Venice; the lions of St. Mark's; and being denied entrance to the cathedral because I wore shorts and had no tie! Did they not know that I had been saying my prayers desperately for the last day or two?

We spent a couple of days in Venice, collected the crankshaft and conrod on the way back and had the engine reassembled in 12 hours. It went at once, and we set off for Yugoslavia.

Oh the careless joys of youth! Oil pressure was down (well, the oil seals had all been broken) and driving through Sofia, capital of Bulgaria, a sudden heavy shower caused raindrops to bounce up off the cobbles. This cooled the sump and oil pressure improved – until the rain stopped. We arrived in Istanbul, and it was a proud moment to point her long bonnet through the ancient gateway and

across the Galata bridge. We had a wonderful holiday on the Black Sea, and the only part of the journey back I vividly remember was arrival in Dover, in the small hours of the morning, with no food, no money and no petrol. There was just enough petrol to get off the ship's ramp, and cruising down the Jabbeke highway where V.12s had done their stuff before the war, without money and very little petrol had been truly a nightmare.

That was '64. I used the car sporadically for another three years, after which it was laid up. (My wife had a Mini.) Son No. 1 was driven in it briefly in 1970 when it was moved from a barn to new parking under tarpaulins on the east side of a tin shed 60 miles from home. Rats and mice made their homes in it and the steel wings gently corroded. On occasional visits to my in-laws I checked that the engine still turned and begged them not to sell it to anyone. Otherwise family matters and a career intervened: a rebuilt farmhouse (like nuts and bolts I found it difficult to distinguish between spars and joists, but I put them up just the same); new jobs; two more sons. Then space was required at my in-laws and the old car was shipped up to the farm on a low loader.

She made a sorry sight; but we built a garage round her (taking another two years) and in 1982 we set about her in earnest. We stripped the body, dumped the wings and commissioned Jack Buckley to build us a tourer body, to M.45 specification. Alan Brown was enthusiastic and helpful and she now stands in her new coat of paint (not Valspar this time) ready for Herb, new upholstery and the road. She celebrates her 50th birthday next year, so it is particularly apt.

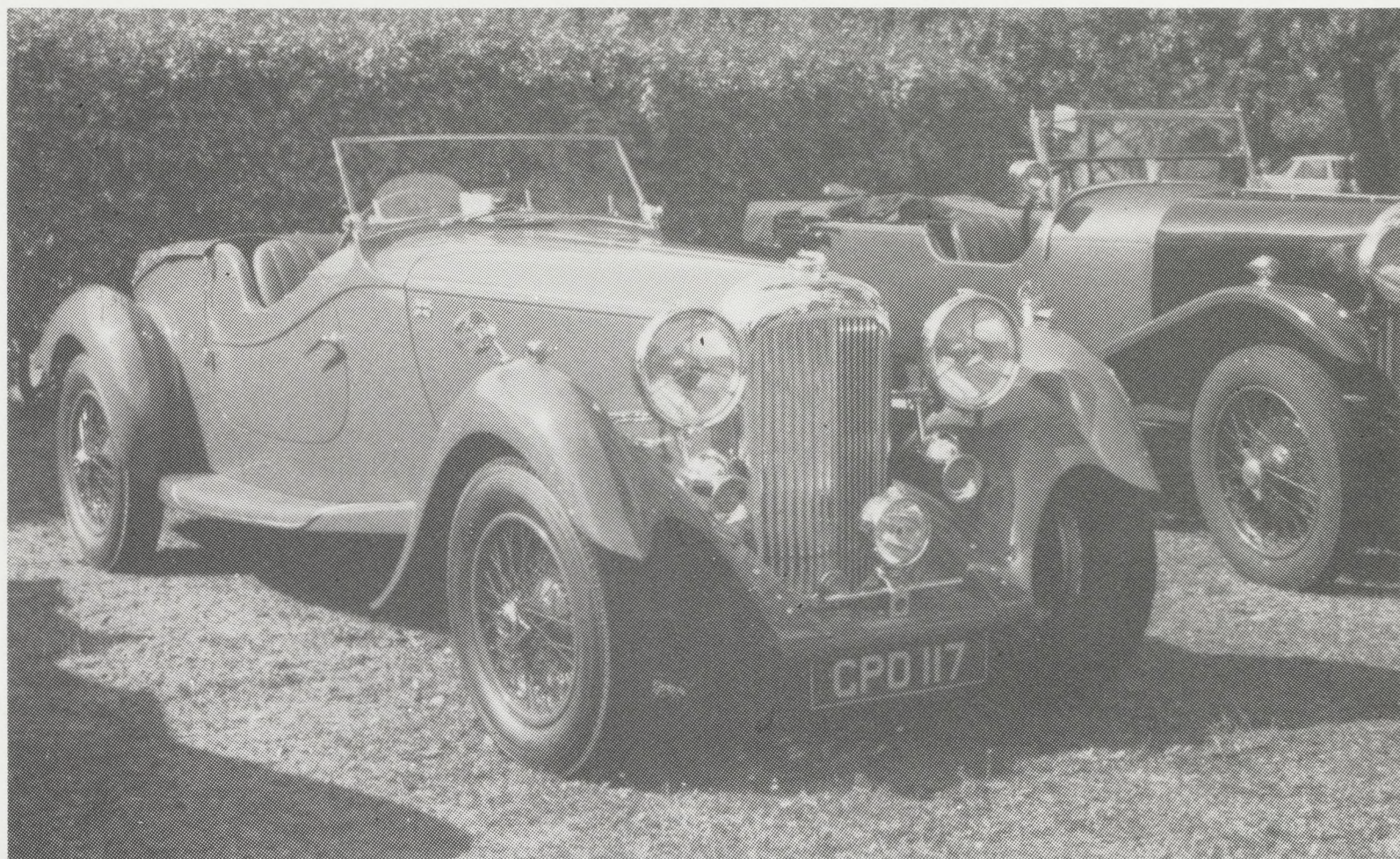
It has taken a long time and the boys, of course, can hardly wait. Funny how teaching something makes you learn: I now know my BSFs – and have even made the acquaintance of UNC and UNF. We intend to use her for six months of the year and I don't think they yet appreciate how like a windtunnel it will be in the back with the hood down.

I have not touched the crankcase. She fired at once after all those years, so if you see WFX 433 (as Swansea now insists she must be) on the verge with the engine in pieces, please stop and give me a hand with that crankshaft. It does weigh heavily when you're thumbing a lift!

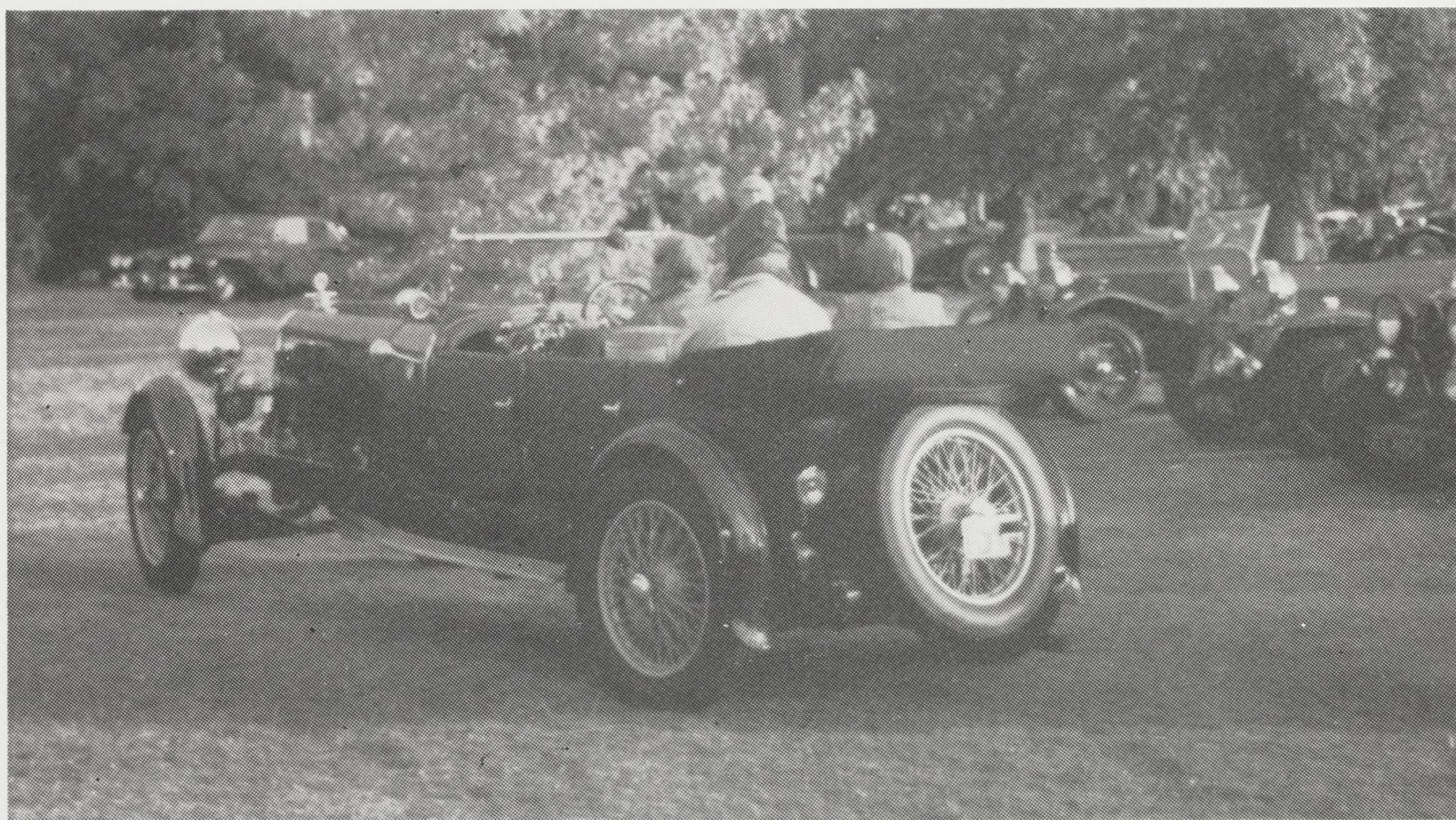
ALAN DEBES



# *1983 A.G.M. recalled on film by Michael Jones*



*Alec Downie's LG.45 Rapide and 2-litre.*



*Clive Sherwood and 3-litre going places.*





*Mrs. Robby Hewitt's collection of Team Cars*



*Two 2-litres wondering what the weather will do next.*



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

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

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## The Spare Pages

ALMOST THREE YEARS have passed since the formation of the Spares Section. I think it goes without saying that it has been a tremendous success. The stock of spares for most pre-war cars is now quite substantial and varied.

The fee for joining the spares section is still only £15.00 for life membership. Please give your support by joining.

All Club members can purchase spares but preference will be given to members of the Spares Section. Please send cheques made out to Lagonda Club Spares Section to, Peter Whenman or Alan Brown depending on car type.

### Spares available for 2-litre, 3-litre and 16/80

Running board edging strip, L/C & H/C	set	£15.00
Front spring/chassis pivot pin	pair	£6.50
Spark plugs KLG M60 ½ in. reach	each	60p
Brake cable sets	set	£25.00
Clutch driven plate	2L & 3L	each £35.00
Water elbow, block to pump	2L	each £4.25
"Y" piece, rad to head	2L	each £6.00
Water plate, nearside, m/c	2L	each £16.00
Water plate, offside	2L, H/C	each £17.50
Sill plates	2L H/C or L/C	each £7.00
Water pump impellers	2L	each £17.00
Spare wheel retaining disc casting	each	£6.00
Spare wheel ball-ended spinner casting	each	£4.00
Cylinder head gasket	2L	each £32.50
Block/exh. manfd. gasket	2L (3 port type)	each £2.00
Block/inl. manfd. gasket	2L	each £1.50
Block/exh. manfd. gasket	2L (gall'y type)	each £6.50
Cylinder head gasket	16/80	each £36.00
Inl./exh. manfd. gasket	16/80	set £9.00
Pedal pads	All	each £2.00
Starter & dynamo fabric couplings	each	£5.00
Spare wheel mounting cones	each	£10.00
Perrot shaft gaiters	L/C	pair £8.50
Water pump castings	3L	each £60.00
Top water elbow	3 & 3½L	each £18.00
Head to rad/fan casting	3 & 3½L	each £20.00
Z gearbox needle roller bearings	set	£19.50
Bump stop rubber moulding	each	£5.25
Steering box mounting bracket	each	£45.00
Valve springs	2L	set £17.60
Valve springs retaining washers (ready by AGM)	set	£20.00
Valve springs collets	set	£10.50
ENV 110 preselector bands	each	£6.00
ENV 110 top gear cones	each	£10.00
Steel thrust bearing for OH 'box layshaft	each	£4.00
16/80 water pump bodies, un m/c	each	£35.00
2-litre water pump bodies	each	£50.00
2-litre top elbows	each	£10.50
2-litre rad. cap casting (T-bar type)	each	£6.00
Trunnion mtg. radiator bushes	set	£6.00



Z-gear sets each £300.00  
 2-litre louvred front apron cover each £55.00  
 2-litre fibre timing gears £15.00 deposit with order

### 21 in. Wheel Rims

No, I haven't unearthed a great number! I have been approached by a company who are thinking about going into production. The production costs in manufacturing these rims will be high, therefore the more ordered the lower the cost. So if you would like one, or five, please drop me a line so that we can get some idea of demand. Approximate cost at the moment – £55.00 each.

P. WHENMAN

White Cottage,  
 Phoenix Green,  
 Hartley Wintney,  
 Hampshire.

Tel. 025-126 2589

### Spares available for 6 and 12 cyl. 4½-litres

Head gasket	All sixes	each	£30.00
Exhaust manifold gasket	All sixes	each	50p
Timing chain (camshaft)	All sixes	each	£68.00
Timing chain (magneto)	All sixes	each	£45.00
Fan belt	All sixes	each	£3.00
Magneto and distributor gears	All sixes	each	£14.00
Leather gaiters, drag link & ball joints	All sixes	set	£24.00
Valves	M.45	each	£6.00
	LG/V.12	each	£5.50
Valve caps	M.45/LG.45	each	50p
Telecontrol plungers		each	£7.00
Valve guides inlet & exhaust	M.45, LG S1 & 2	each	£3.00

### Water castings:

Back block elbow	LG S3 & 4	each	£2.50
Back head	LG S3 & 4	each	£15.00
Front head	LG S3 & 4	each	£21.00
Water pump to radiator	M.45	each	£3.50
Water pump to block	All sixes	each	£15.00
Block offside outlet	All sixes		P.O.A.

Head/block transfer ports	All sixes	each	£8.50
Half shafts	M.45/LG.45, some 3/3½	each	£70.00

### Drag link ball joints & plungers

	All beam axles	each	£6.00
Shackle pins ½ in. dia.	Various		P.O.A.
Front spring front shackle bolt (9/16 in.)	Various	each	£3.50
Gear sets G9 2nds & 3rds	LG.45	pair	£103.00
T8 2nds, 3rds & tops	M.45	pair	£103.00
Bonnet seal rubber extrusion	LG.45/6 & V.12 strip		£12.00
Perrot shaft	3L/M.45	each	£33.00
Clutch plate	LG.45/6	each	£45.00
Brake shoe springs (Girling type)		set	£12.00
King pins and bushes			
M.45 & R, M.35R, LG.45		set	£45.00
Brake compensator swivels (front)			

	Girling		P.O.A.
Brake fork ends	All Lagondas?		P.O.A.
Brake lever barrels	All Lagondas?		P.O.A.
Torpedo door handles	LG/V.12		P.O.A.
Prop. shaft fabric couplings	M.45, LG.45	each	£12.00
Rear lamp stalk	M.45	each	£10.50
Radiator badge (winged)		each	£24.00
Oil pump gears	All sixes	pair	£18.00
Fabric coupling	2/3L, 16/80	each	£16.00
Engine & radiator mounting pads			
	2/3L, 16/80	each	£4.50

Bracket for trumpet type horns, chromed			
	LG.45	each	£55.00
Bonnet hinges – stainless steel		each	£23.00
Bonnet hinges – aluminium		each	£13.00
Brake hose	LG.6/V.12		P.O.A.
4½-litre exhaust manifolds. Pattern is now made and first sample being machined. Contact me immediately if you want to place an order. Cost £100.00.			

A. BROWN

Matley Moor Cottage

Matley Moor

Hyde, Cheshire.

Tel. 061-338 2766



Peter Whenman, with spare cash and Spares.

Photo: Michael Jones



# Wants and Don'ts

## Wants

Wanted: M.45 Rocker Cover. Also can anyone lend me a flywheel for LG.45 to measure. Will purchase or swap for spares if you have one too many. Peter Whenman, 025-126 2589.

## Don'ts (FOR SALE)

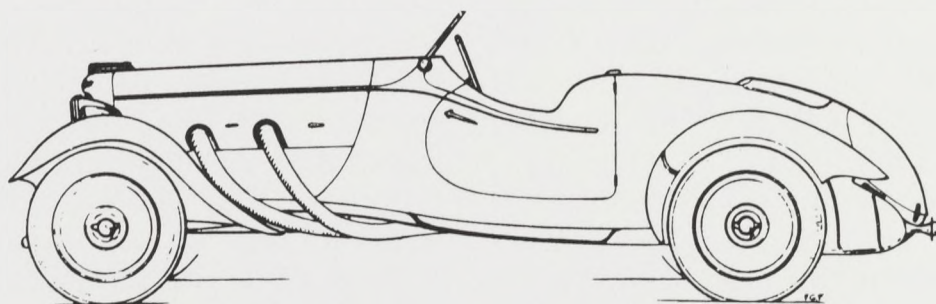
Cycle-type wings, set of four, similar to VdP but no ridge, fit 20/21 in. wheels: £80. Ace discs for 19 in. wheels: £40. Stickland, Bennebroek, Saxmundham IP17 1BD. Tel: (0728) 2134 daytime.

1933 16/80 Pillarless Saloon. Much mechanical work done, bodywork still required. Some parts missing, but some spares available. Best offer accepted. Details: Peter Clark. Tel: Buxton 2550 (day), Buxton 71058 (7-9 evenings). M.45 tourer, 1934. Grey. Rebuilt 1977/79. Unused since. Original upholstery. £18,500 o.n.o. R. Archbell. Tel: 0226 382561 (home), 0924 364441 (office).

1929 19.28 h.p. Tourer. Seized engine. Skeletal body. Transmission and chassis appear sound. Bought to completely rebuild (current "other make" rebuild looks like taking forever) so will sell for £3,000 o.n.o. Also for complete reconditioning, dismantled O.I.S.E. Lagonda engine, see Davey/May History, p. 241. Engine believed unique. £750 o.n.o. John Francklow, Green Pastures, Woolton Hill, Newbury, Berks. Tel: 0635 253297.

Lagonda LG.45 Pillarless Saloon, 1937. JM 3066, 98 per cent restored, rebuilt Sanction III engine. New fawn Connolly hide, new carpets and ceiling, very original in black. Looks like photo on p. 24, Summer Magazine. Losing garage. £7,500, or offers (sensible/reasonable). Ron Smith. Tel: Bloxwich 75046, or office, 021-353 0060.

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# Hermes Notes

TWO GREAT EVENTS to enjoy towards the end of the year, V.S.C.C. Lakeland and Hull and East Riding Members' Christmas Dinner organised by the Beardows and Ken Pape. At time of writing, latter is still to come, former a happy memory.

Fantastically fine and sunny for the trials, but drop in the number of Hermes present, only Beardows and Patersons this time. Paterson, now professionally retired, spends day running up and down steep hillsides. Beardow, still fit enough to go to work every day, retires to The Swan for a restful weekend of good company and entertainment, simultaneously supervising Townsleys, Schofields and Firths in practice for his Christmas repast; the Turners also attended one practice session. About a dozen others there including our President, old and new members with wives, toddlers, new baby, and girl friends. The Patersons were at Keswick and Mike and Wendy Hoare, who came to recent local pub-meet, were at Lakeland H.Q., Buttermere. Marshal Paterson nearly fell down his hill and into Wythop Old Church ruins when he suddenly recognised fast approaching features of Firth and Schofield overflowing from small Amourcar (whatever happened to poor old Violet, last year's flame?) and all looking splendid and going well.

The Patersons marshalled on the same hill as Iain Macdonald, and Richard Odell who assures us he maintains the Trans-Sahara 12/24 in good fettle. This hill closed, majority of staff went via Blaze Beck to Drumhouse.

Before Blaze Beck, Mike Baxter at roadside working on his car which was without dynamo, fan and radiator complete with hole as big as his fist. Ruth wondered if she'd make it back to Yorkshire in time for work on Mon-

day afternoon. Hard luck. Mike seems fated with this car. Two years ago as he stormed up The Drum, steering wheel rim came off in his hands so he finished his climb steering by the spokes. Car not his Lagonda however, but a Model A Ford. Meanwhile President Crocker, i/c at Blaze Beck this year, resplendent in Field-Marshal's uniform as depicted in V.S.C.C. Bulletin 129. Barker in camouflage suit able to get quite close to straying cattle before shooing them away, assisted by Hall, as next car approached. John Hewat of Edinburgh also marshalling, his wife recording.

Then, surprise, surprise, rapidly approaching car resolves into Baxter's Ford and proceeds to the maximum of 20. President opines it must have been fastest time of day, Mike stops for brief word, and then needs a mighty push off as no electrics. Hurries off to Drumhouse where John Macdonald standing by at the top with powerful new electric winch, just in case.

Back at H.Q. Mike Hoare worked on results and was first to know Schofield's natural bounce allied to Firth's fairy feet resulted in a Second Class Award. And a first class celebration way back at The Swan, thanks largely to the generosity of James Crocker. Baxter hadn't made the award list but had made his lights and starter work in time to drive off to wherever they stayed overnight. We'd prefer to see him in his Lagonda next year though.

New club member Taylor came occasionally to Skidby pubmeets 20-25 years ago but not been in contact for years. Local members thought he had the Lagonda chassis hung up as a modern wall decoration. Hope he'll tell all soon at a Cave Castle meeting.

HERMES I

---

## MAGAZINE CONTRIBUTIONS BY:

**SPRING: 28th FEBRUARY    SUMMER: 30th MAY**

**AUTUMN: 30th AUGUST    WINTER: 30th NOVEMBER**

*Thank you*

---



# Me, Ossifer?



*Old and new: the Lagondas in front of Young's new brewhouse.*

*Photo: Michael Jones*

THE COMING OF WINTER didn't deter 40 Lagonda enthusiasts from accepting an invitation to spend a Saturday at Young's Brewery in Wandsworth.

At a time when most owners are laying up their cars or planning rebuilds and repairs for the coming year, members of the Lagonda Club drove 12 of their gleaming models to the brewery.

The cars, which lined up in front of Young's £5 million new brewhouse included eight high and low chassis 2-litre models dating from between 1928 and 1932, a 3-litre tourer, a

4½-litre racer which took part at Le Mans in 1934, and two 1933 M45s, one of them a drop-head coupé.

There were even three gatecrashers – a 1928 6½-litre Bentley saloon, a 3-litre Bentley tourer built in 1926, and a 1924 touring Delage.

The guests, who were shown around by brewer Andrew McLure, saw how the beer is made and how it is delivered by horse-drawn dray. They were also able to inspect beam engines inside the brewery, one of them dating from 1835 and believed to be the oldest working steam engine of its kind in the world.

M. HARDMAN



*The social side of Lagonda motoring. Members' cars at Young's Brewery.*

*Photo: Fleet Fotos*



# A 2-litre Speed Model in Australia

THE APPEARANCE OF an advertisement in the Australian press, of a vintage Lagonda is a very rare event indeed.

It was, however, just such that caused me to purchase a 1928 2-litre Speed Model, RA 9206, probably the most ancient Lagonda still in running order in the country and the property of, at the time, Club member John Elton.

Having just completed the restoration of another vintage car I was not particularly enthusiastic about commencing another. But for the long-standing influence of three architect friends, in particular Jim Whitehead who had for many years extolled the virtues of Lagondas, and regarded those who had not owned one as having never appreciated a true thoroughbred car, I would probably not have recognised the desirability of the car.

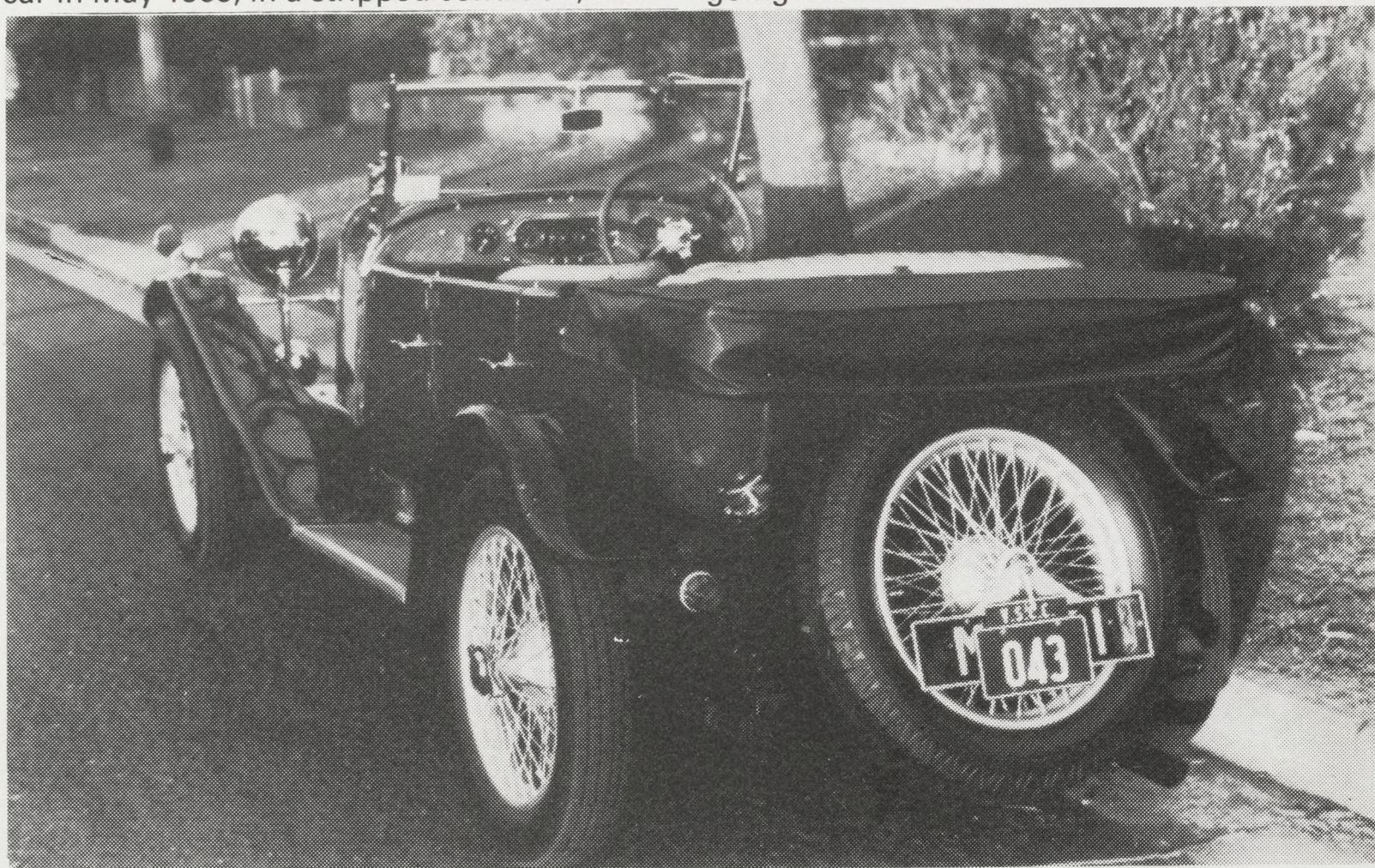
Thus it was, on 27th December 1979, that the car was purchased, along with many spares, log book, manual and Club notes on repair and maintenance. John had bought the car in May 1965, in a stripped condition, from

P. G. Mills in Malaya. It was taken to Brunei, where it was rebuilt to an excellent standard, both mechanically and bodily.

However, the tropics and the intervening years had taken their toll and it was again necessary to set about a considerable restoration. Particularly to the body, paint and trim. Now, after three years or so of intermittent bursts of enthusiastic work, she is once again in fine condition and registered with V.S.C.C. of A, as 043.

The car is proving a delight to drive, with good steering, good brakes and comfortable. The less endearing features are, of course, well known to Club members. Such as the difficult box and not so good ratios. Nevertheless, the few trips we have undertaken with her, of 250 miles or so each, have been good fun. Especially in good weather with the hood down.

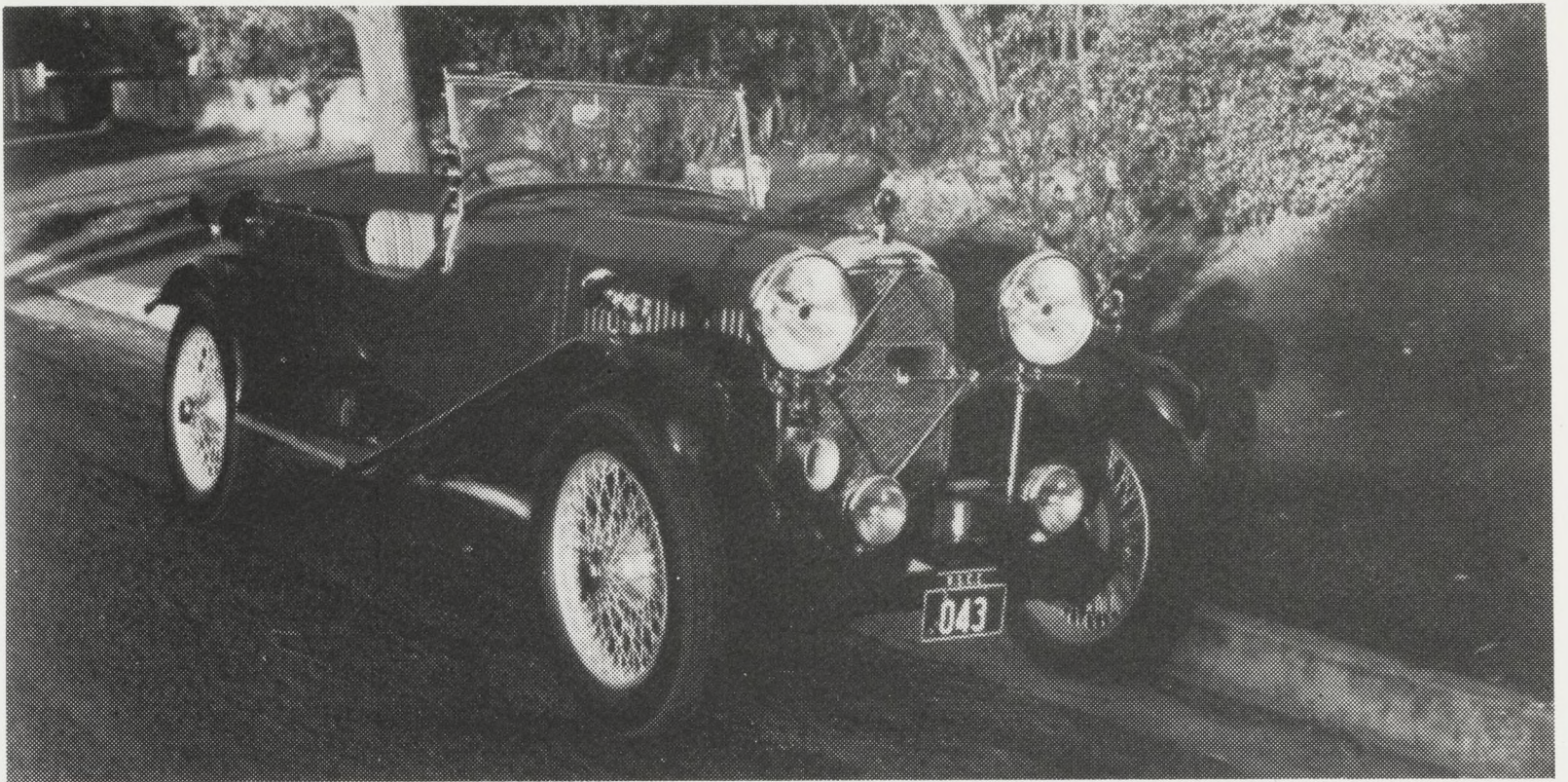
As the car has a fairly good log book, members may be interested in previous owners going back to 1945:



*O43 (ex-RA 9206), resplendent at home in Australia.*

*Photo: Peter Docker*





Up to 1945, Ian Metcalf; 1945-48, Dr. Arnold Young; 1948-50, D. G. M. Burroughs; 1950-54, Dr. Arnold Young; 1954-55, R. D. Needham; 1955-56, A. G. C. Symonds; 1956-58, P. R. Jespe; 1958-59, J. Suttie; 1959-65, P. G. Mills; 1965-79, J. Elton, from whom I bought her.

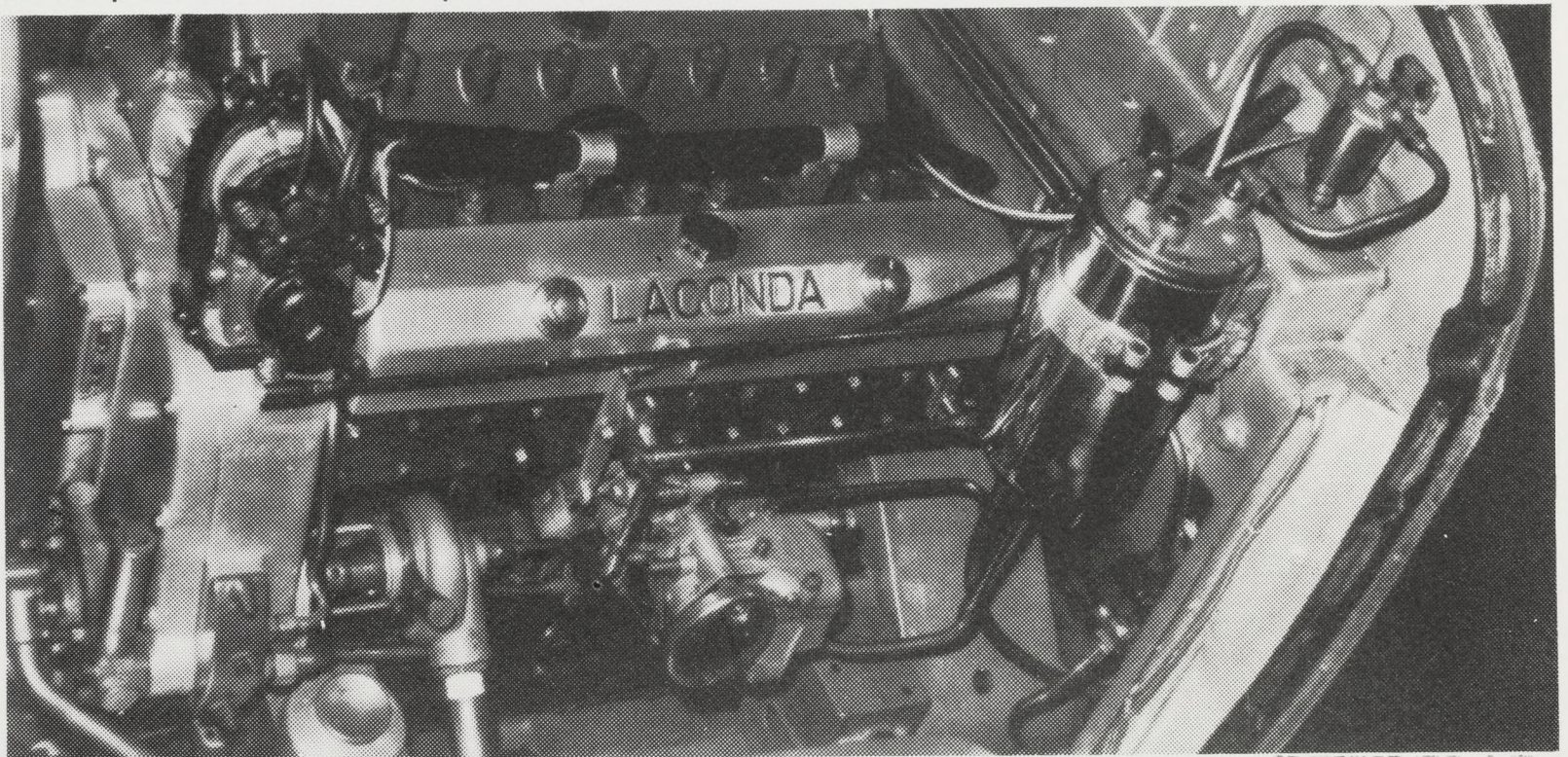
The previous owners had each made interesting entries on the log book, relating to repairs, rebuilds etc., together with prices paid. If any member knows any other history relative to the car I would be very interested to hear from them. Should anyone like to have a colour print of the car in its present condition I

would be pleased to send one.

Although not mentioned earlier, the car is now painted, as the fabric bodies do not stand up to the heat and U.V. in our country. The colour is a little lighter than B.R.G. for bodywork with black wings and mid-tan upholstery.

Although the restoration is to a reasonable standard there are always the many small details that one would like to improve when time permits, this doubtless being one of the pleasures of owning a vintage car.

PETER B. DOCKER



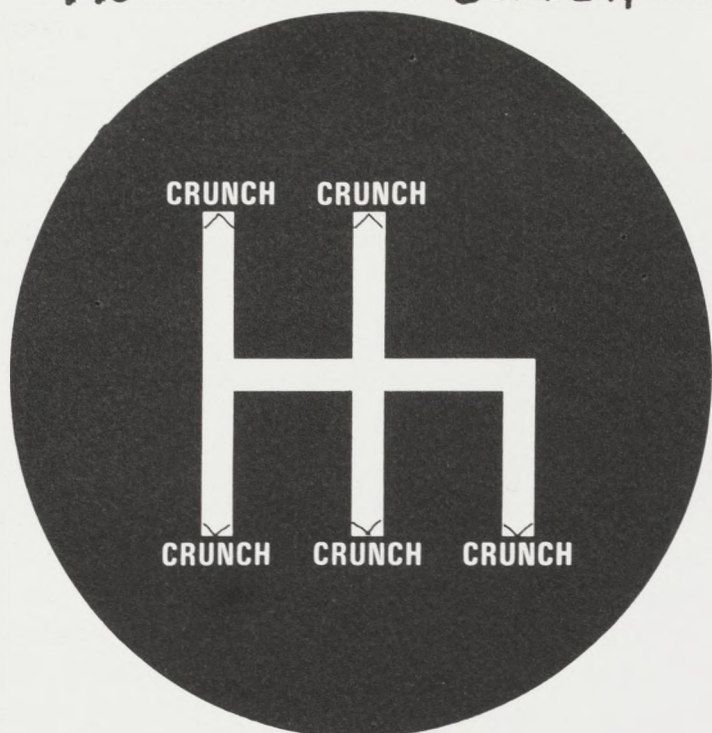
Photos: Peter Docker



## 3-litre Advice

This advice was left for the attention of Mrs. Robby Hewitt. Other 3-litre owners please read. It may help.

### How TO DRIVE A 3LITRE LAGONDA



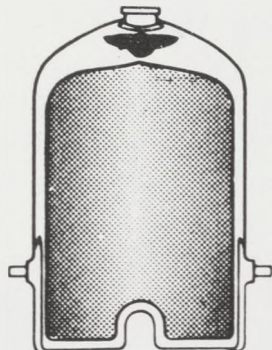
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# *V.S.C.C. Isle of Man Rally*

## *2nd to 6th September 1983*

IN FORCE, the Lagonda contingent made its way towards Heysham to arrive in time to catch the 13.55 hours sailing to Douglas, and in numerical order, our cars and drivers were as follows:

- |     |                    |                          |
|-----|--------------------|--------------------------|
| 15. | J. W. T. Crocker   | 1935 2 Seater Rapier     |
| 24. | R. F. Firth        | 1937 LG.45 Rapide Tourer |
| 25. | N. D. Hall         | 1937 LG.45 Rapide Tourer |
| 27. | D. Hoggard         | 1935 3½-litre Tourer     |
| 30. | J. M. A. Edmondson | 1932 3-litre Tourer      |
| 37. | G. J. Walton       | 1930 2-litre Tourer      |
| 39. | R. J. Hewat        | 1935 Rapier Tourer       |

R. F. de-leWills in his 1934 M.45 Rapide Tourer was a non-starter.

Together with Beryl, we had arranged to meet a fellow Lagonda Club Member, Brian Dearden Briggs at Whalley. This time Brian was in his Lancia Lambda, accompanied by Ann Parks and German friend, Michael Ulrich of Amilcar fame. Also joining us were John and Janet Blake in their B.N.C.

We took the road which leads through the Trough of Bowland into Lancaster where we had lunch, the only other Lagonda en route being that of Nigel Hall and his family. The car was belching out black smoke and running on four cylinders (rumour has it that he sneaked down to my place the night before and instead of petrol, pinched some diesel).

We boarded the Manx Viking (Sealink) and duly parked our cars which ranged from George Danials in his 1906 chain driven Daimler to Ron Parker's 1929 12/4 Austin Saloon. What an impressive sight some 56 or so vintage cars make. Whilst the ship left a lot to be desired, in the way of creature comforts, an admirable amount of "plastic sandwiches" and keg beer was available which somewhat relieved the monotony of the journey. I am not sure if I lost count, but it appeared to me that

Jolly James Crocker consumed at least eight pints. During the crossing, which took some four hours, things did not improve. We were informed that a force nine gale was in our midst, perhaps sailors are somewhat affected by the sight of water in the same way as fishermen, and matters are somewhat exaggerated (Beardow style). Nevertheless, we arrived in Douglas at 18.30 hours. I am sure the ship took a lot of preparing for its return journey.

It was very nice of Nigel, for he waited at the end of the quay to let us all depart before once again polluting the atmosphere. Our hotel was the Palace, Douglas for the four nights and that evening event was covered by the Isle of Man Tourist Board with a quite informal buffet supper in a very relaxing atmosphere.

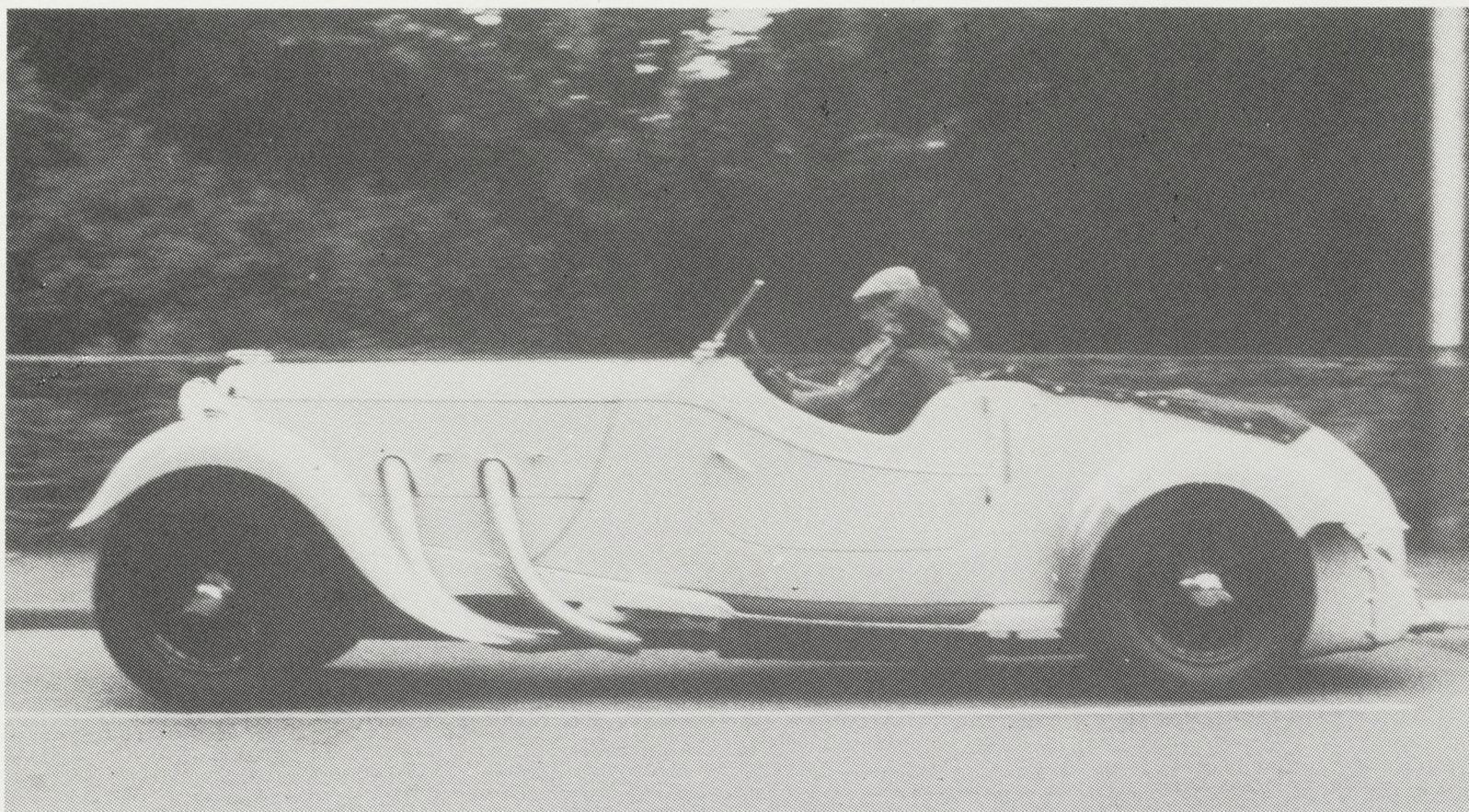
Saturday morning was free to wander around Douglas, or come to think of it, any other place, following which a dozen or so of us met at the Terminus public house where swift pints were consumed, and Jolly James having his initiation into the delights of sausage and beans tosties, declared so good, he had six. The afternoon was a nostalgic event, and in every respect, the highlight of our visit to the Island. Having been given grandstand seats, we wallowed in that delightful sound of 250s/350s and 500 c.c. Nortons, A.J.S., B.S.A., Velocettes etc. and were entertained to a three-lap race. This over, what next? . . . our turn.

All our cars were lined up on the grid for what was to be a parade around the 37¾ mile circuit. Parade being the unoperative word, race being more appropriate. The roads were closed to all other traffic. In the knowledge that nothing was coming the other way, everyone went hell for leather. I am not sure if Jolly James passed Moffatt's Type 35B Bugatti, but reports have it that they certainly had quite a dice.

Saturday evening was the main social event of the rally, and included a Dinner and Dance at the Palace Hotel together with civic dignitaries. Brian Dearden Briggs tried singing to us, but swallowed his teeth, and the Lagonda Come Dancing Formation Team were too drunk to perform, so Jock Hewat did a sword

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*Firth gear . Going well at Bray Hill, I.o.M. TT Circuit, 1983.*

*Photo: Martin Willescroft*

dance.

On Sunday, due to a wet start, the driving tests were postponed, but once again, we were treated most kindly to a buffet lunch and a collection of vintage motor cycles at the home of Sir Clive Edwards. Followed by the navigational run.

Sunday evening was free. So 21 of us descended on a French restaurant to sample the delights of a gourmet meal. Supported by 17 litres of you know what.

On Monday morning, the driving tests were held at Jurby Airport, quite a good test was where drivers had to negotiate with a bucket over their heads. Good fun and in most cases a vast improvement. We spent lunchtime in Ramsey in the normal way.

Monday afternoon was at the invitation of a most remarkable man, Cecil Clutton, O.B.E., his home being the Old Vicarage, Lezayre, where his collection of fine timepieces was there for us to inspect, following which he demonstrated to us his collection of keyboard instruments which were: two virginals, two harpsichords, one clavichord and a real pipe organ. At vast expense he has certainly produced and preserved for future generations a most remarkable collection which will give pleasure for years to come. Monday evening was covered by a visit to Port Erin. We travelled on the Isle of Man Steam Railway,

whilst this quite clearly suffers from a lack of capital investment and, due to its unreliability, is followed by a van on the nearest road which meets it at every station. This is quite understandable, when you consider that not one item of rolling stock is less than 100 years old. You are well aware of this at the end of the journey.

Once again we had a buffet supper, with prizegiving by Sir Charles Birkin, successor to the title held by the late Tim Birkin. The railway does not run during the hours of darkness so two double-deck buses were chartered for the return journey to Douglas. I must admit some of the songs were very new to me. As for the Lagonda contingent, we won no cups, and only had one mechanical failure in the way of a broken frontspring on John Hewat's Rapier, but anyone knowing John will understand that, with his usual Scottish gusto, he had little difficulty in talking the powers-that-be at Douglas Passenger Transport into carrying out the repairs.

Well, Tuesday morning, and after an early breakfast we departed from Douglas at Heysham at 8.30 hours, this time to a very calm sea, and as agreed by all, a most successful event, in the company of our vintage cars and special people.

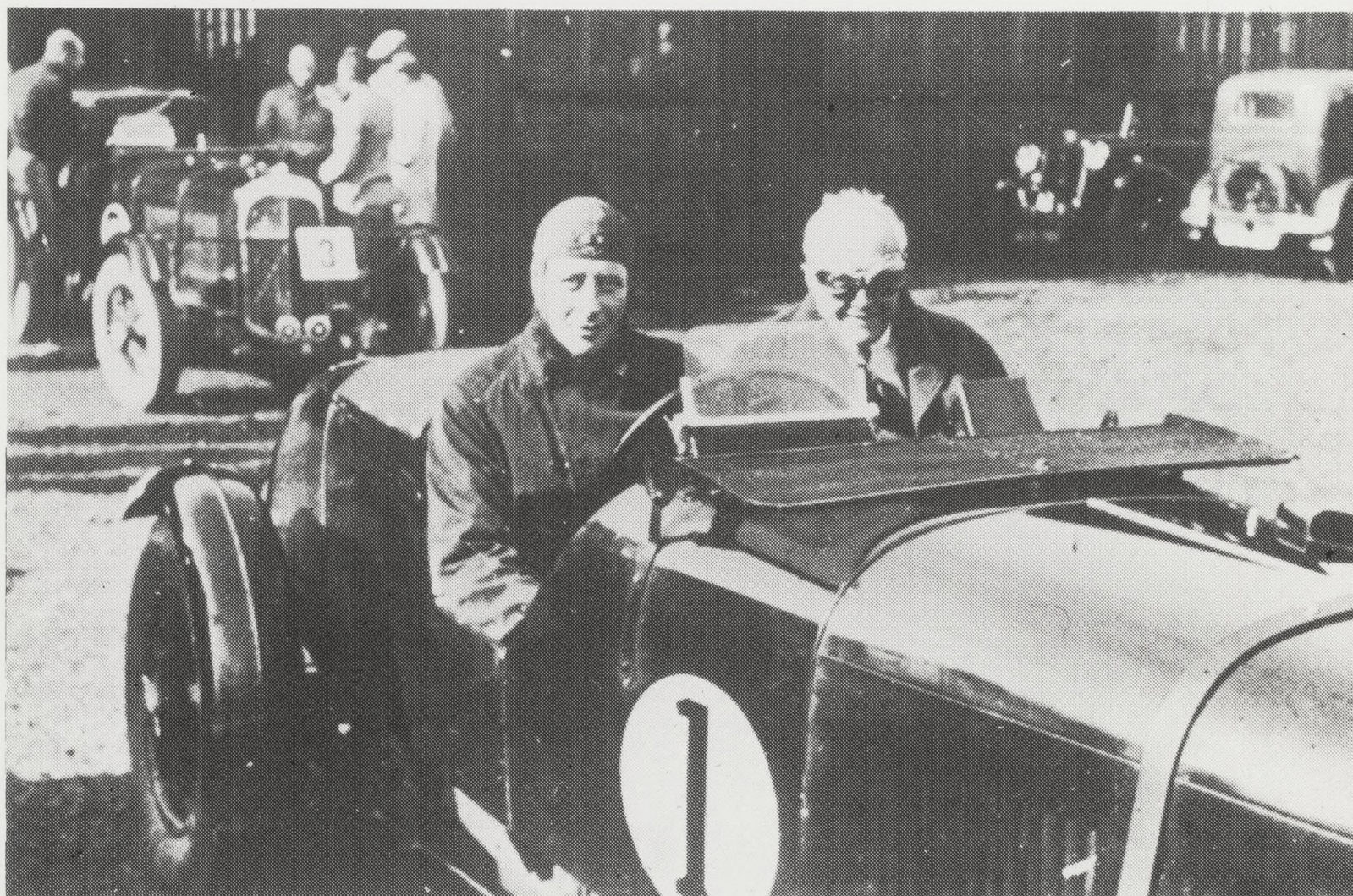
ROGER FIRTH





*Survivors of the 1983 Northern Dinner. Join them in 1984.*

*Photo: Selby Times*

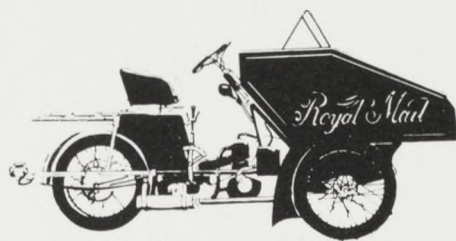


*1934 T.T. Brian Lewis with BPK 201.*

*Photo: Mrs. Robby Hewitt*



# Letters to the Editor



Dear Sir — Leaping to my defence re Harry Taylor's comment in No. 119 on my article "Beating the Trundles" in No. 118. There was an obvious misprint in the article in paragraph two, line four, it should read "Lagonda doing 50 m.p.h. + at 3,000 revs . . ."

I have cured the engine and exhaust noise problem though — I took off the turbocharger (a joke).

I must express my thanks. It's nice to see one's article in print. To break up the monotony of a technical piece, I added some humour which I feel sure most people recognised and appreciated.

P. N. B. STEPHENS

St. Germans,  
Cornwall.

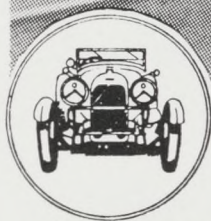
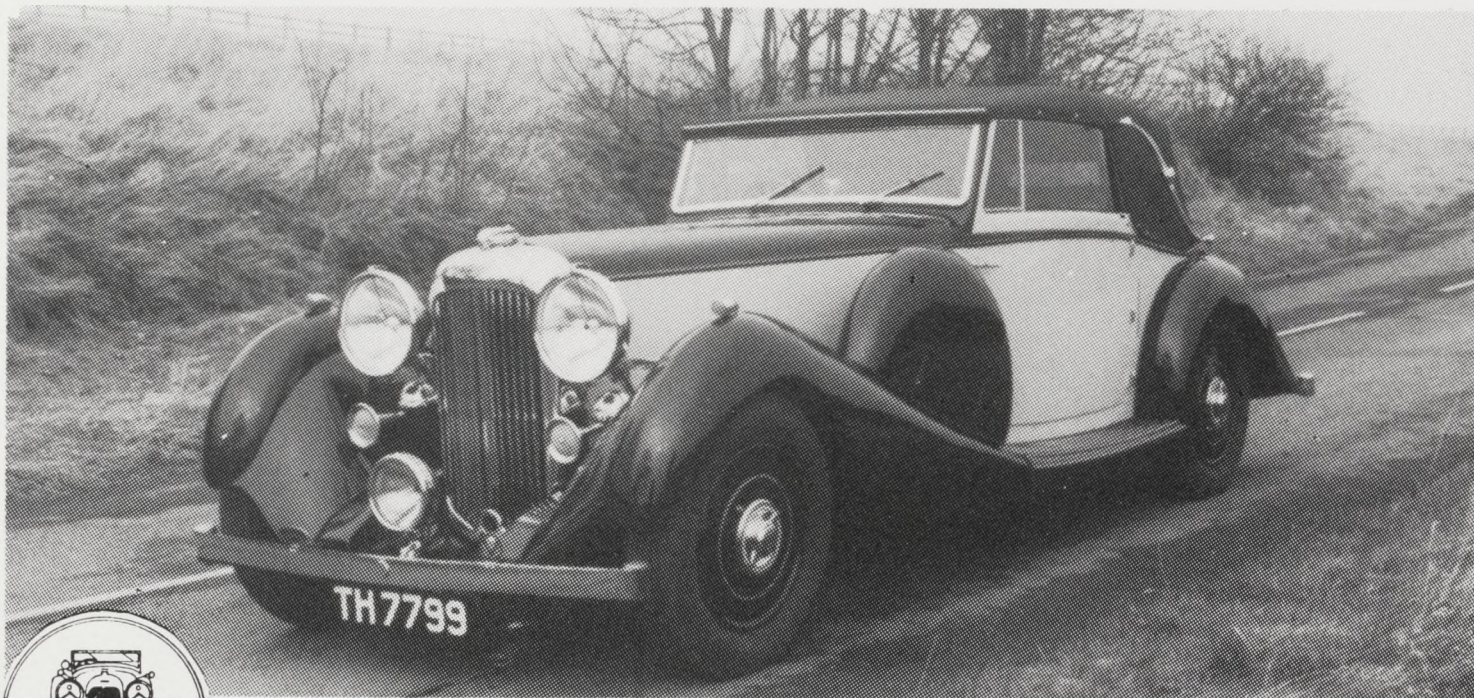
Dear Sir — I was told an extraordinary tale two days ago.

I was waiting in my 2-litre for my wife in a Deal car park and, as was its due, the car was receiving admiring attention. One old fellow started chatting and said that he recognised the marque and had dealings with a Lagonda saloon during the early part of the war when he was in the navy in Dover Harbour.

The car was owned by a navy M.O. (actually Wavy Navy) who was also apparently fairly well known as a cricketer. The old chap was kicking himself for not being able to remember the doctor's name having previously known it as well as his own.

Anyway — the story he told was of the doctor returning late one night to his quarters and

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being challenged at a sentry post – he failed to stop and drove on through whereupon the sentry opened fire killing the doc. outright. My informant was involved in looking after the car in the Dockyard next day and saw the bullet holes front and rear!

Naturally enough I questioned the chap carefully as to the make of car and it was obvious that he had no doubt in his mind and as to the incident I can confirm that this sort of thing did in fact happen. The Q.M. of the Royal Scots Bn. with whom I served had his bonnet badge removed by a bullet in similar circumstances near Colchester!

One imagines that someone somewhere will remember the doctor and his car and in spite of the years that have passed still a sad story.

Right now however I can but visualise owners of saloon Lagondas scrutinising their paintwork/fabric for signs of patched up bullet holes!

JOHN ANDERSON  
Worth,  
Nr. Deal, Kent.

Dear Sir — I would like to take this opportunity to thank all those members who made my visit to this year's annual general meeting such an enjoyable one. I must admit to being somewhat overwhelmed by the sheer number and variety of cars at the meeting. The most I have ever seen before at one time could be counted easily on one hand.

I can honestly say that the A.G.M. was the highlight of my visit to the U.K. and I am looking forward to perhaps attending another at some time.

My particular thanks to the magazine and newsletter editors past and present, your work is really appreciated by those of us who live a considerable distance from Staines.

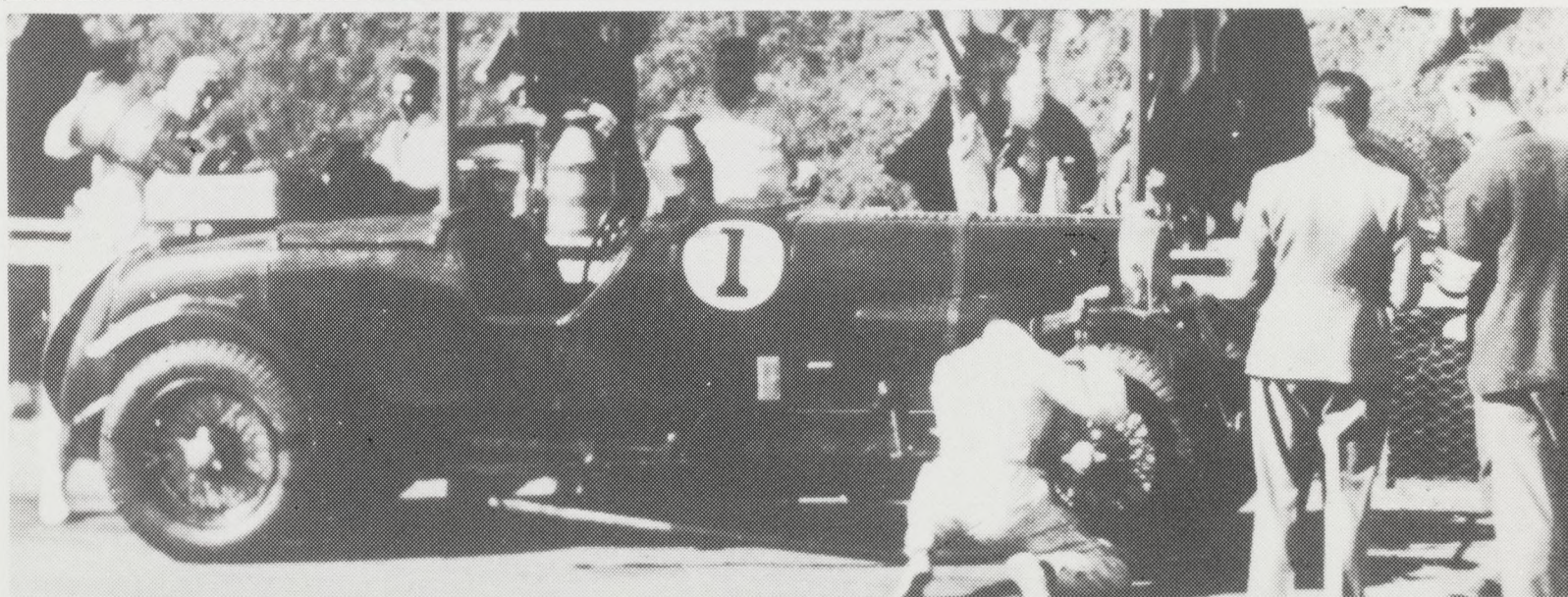
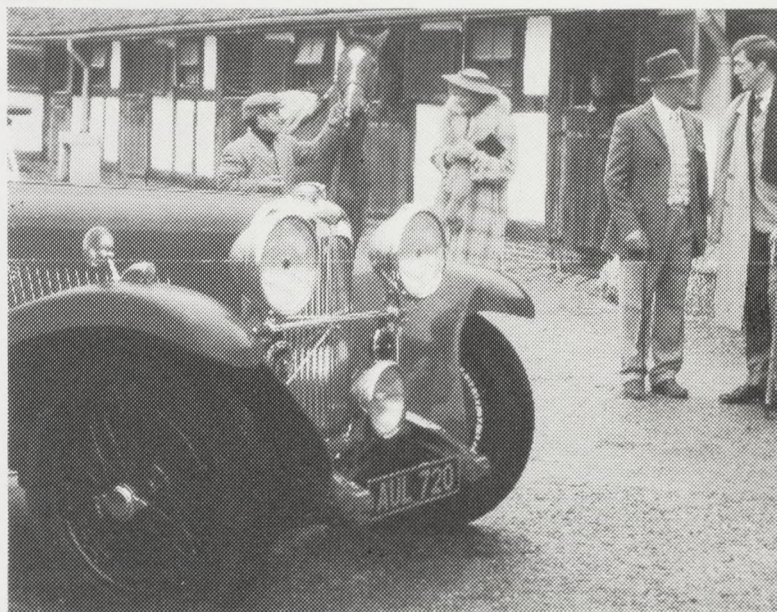
Perhaps I might suggest that one way of resolving the continuing discussion regarding the location of A.G.M.s would be to hold one in the Southern Hemisphere!

I would like to conclude by assuring any Lagonda Club member of a warm welcome if they are ever travelling "down under".

GARY GUIVER  
Longley,  
Tasmania.

Dear Sir — In case you haven't already seen it, I enclose an advert for Swan National. It seems that they now offer a real car for hire!

P. JACOBS  
Lower Almondsbury,  
Bristol.



1935 Ulster T.T. J. Hindmarsh refuelling BPK 202.

Photo: Mrs. Robby Hewitt





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