



**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 121**

**Spring 1984**





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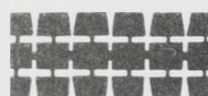
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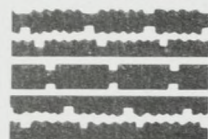
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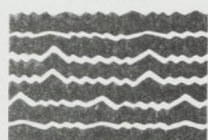
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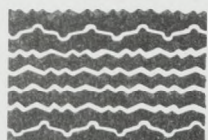
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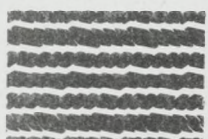
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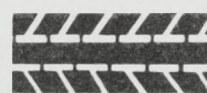
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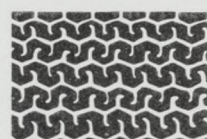
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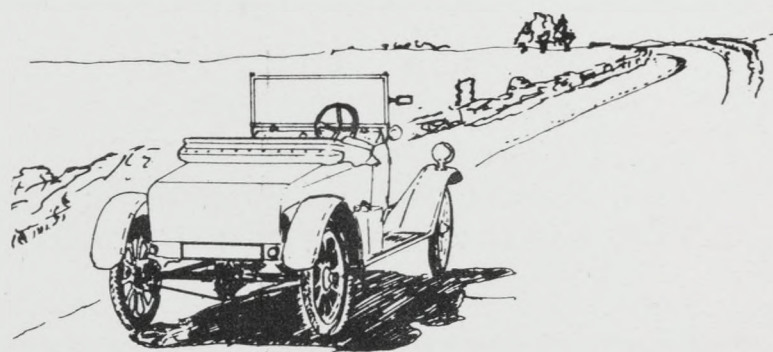
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*FRONT COVER:* 14/40 saloon.

*Photo:* G. Tweedie Walker



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 SUMMER 'LAGONDA' URGENTLY REQUIRED. Submit to Editor by 30th May please.**



# Out and About

LAGONDA motoring at the personal level came to a stop, or won't start, at the end of January.

The dog at the front of the dynamo revolved freely without having any effect on the rest of the car. Just as I was getting used to the stretched right arm feeling, too. The left arm is now of an equal length as I carried the offending bits in the left hand when they went to be "sorted".

This has now been done with the bonus that the dynamo now charges whilst earning its keep, instead of being just a large lump at the front end of the crankshaft. This means that I have now moved "up market" being able to climb into the car, throw a few switches and then PRESS THE BUTTON. (Sometimes.) A luxury I intend to use to the full from now on.

It is beneficial in other ways too.

Such as swinging away at the front for 10 minutes, getting hotter in every sense under the collar, finally to realise that the whole lot works far better if the mag. switch is in the ON position. (My thanks go out here to all the people who stopped to offer advice and help, none of whom were remotely connected with Vintage STUPIDITY.)

I am hoping to gain another few inches of very valuable ground clearance, in the next few weeks, the change being made from 18 in. to 21 in. wheels. The wheels are destined for

the shot blaster, bearing in mind Pete Towers' tragedy in this area. A friendly and timely tale as the company concerned was one of those I had been going to approach.

After this is completed I intend to have a look at the many miles of rod that appear to have been designed to operate the magneto advance and retard.

Any system that operates through rods that run the length of the steering column, then half-way back up on the outside, then at right angles to both of these rods, half-way across the width of the bulkhead before again running at right angles to go forwards again in the direction of the front of the engine and the magneto in general, seems to be very long winded to say the least. Somehow it bears no comparison with M. Bugatti's idea of mounting the magneto just ahead of, and slightly through, the dashboard. Or maybe this idea was forced upon him by a shortage of suitable rod in France at the time. He certainly didn't appear to build as much metal into the rest of his cars as Lagonda did.

Still, there's strength in something, as the saying goes.

---

## 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:** Second Sunday lunchtime at the Navigation, on A670. Junction of A62 and A670 on road out of Uppermill, near Oldham.

**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 Beardow

JOHN DIED IN THE EARLY HOURS OF 31ST JANUARY 1984.

John Beardow was a much-loved and respected member of our Club. In many ways he assumed the mantle of Henry Coates when Henry sadly died some years ago. John organised (together with Ken Pape) the Hull area Dinner and acted as representative for that area. But above all this most of us in the tightly knit community of the Lagonda Club in the North regarded him as a warm personal friend who will be sadly missed. He was a true traditional enthusiast who was usually seen at the wheel of his M.45 tourer joining in all our Northern events. Both he and his wife Jean

attended all our Northern Tours, and to think that we will no longer meet up with him in all the Pubs and Hotels that we have frequented together will surely destroy a great deal of the pleasure of these events in the future.

Time will pass, perhaps the initial shock will pass and time will heal, maybe. We will miss him at Monk Fryston, The Beverley Arms, The Wheatsheaf and The Swan. No longer will he drive his big red tourer at Sandtoft, charge up Buttertubs or Park Rush. One thing for certain as we visit our old haunts in the future, we will think of him.

Our sincere condolences to his wife Jean and family.

H.L.S.



*The late Henry Coates and John Beardow.*

*Photo: Roy Paterson*

## Hull and East Riding Members Notes

IT IS the Hermes' hope that the above will stimulate happy memories of their two most widely-known and generous members now, by the grace of God, no longer with us. Henry Coates was a founder-member of the 2-litre

Register and Lagonda Club, whilst John Beardow had enjoyed and improved upon his M.45 heavy tourer for over 20 years, after a flirtation with a DB 2.6 saloon.

HERMES I



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# *Lagondas in Germany*

THE SELECTION OF PHOTOGRAPHS following show the activities of cars in Germany. They were taken and sent by Dr. Hans-Joachim Hauke.

No. 1 shows my 16/80 at the Germany-Rally of the Allgemeiner Schnauferl Club in 1981.

No. 2 shows it next to a Mercedes Kompressor SSK at the same rally.

No. 3 shows a Lagonda Rapier of Mrs. Annemarie Rößler, Löwenweg 19, D-4500 Osnabrück, at the oldtimer meeting of the A.C. Dümmer in 1983.

No. 4 shows the Lagonda 3.5-litre 1932 of Mr. Hans-Jürgen Ericksen, Kieler Straße 542, D-2000 Hamburg 54, at the same meeting of the A.C. Dümmer in 1983.

No. 5 and No. 6 show my car as wedding-car at the wedding of Ferdinand Prinz von Thurn und Taxis in 1983.

DR. HANS-JOACHIM HAUKE



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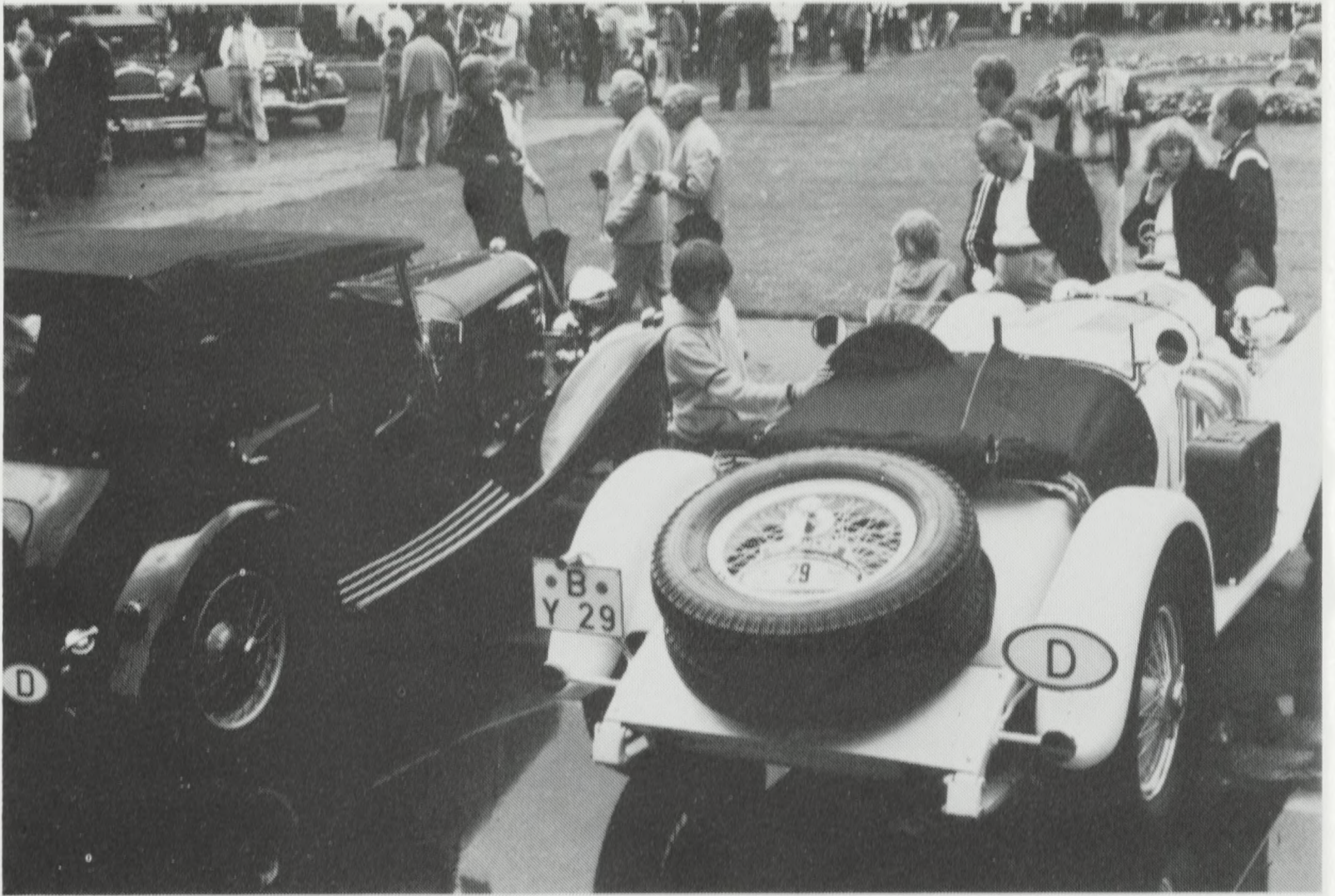
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*Thank you*

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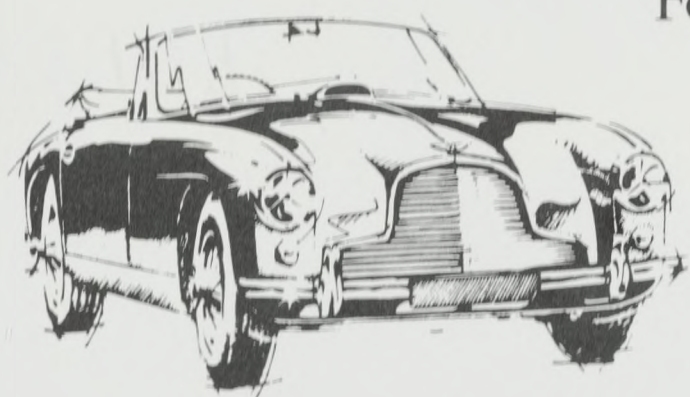






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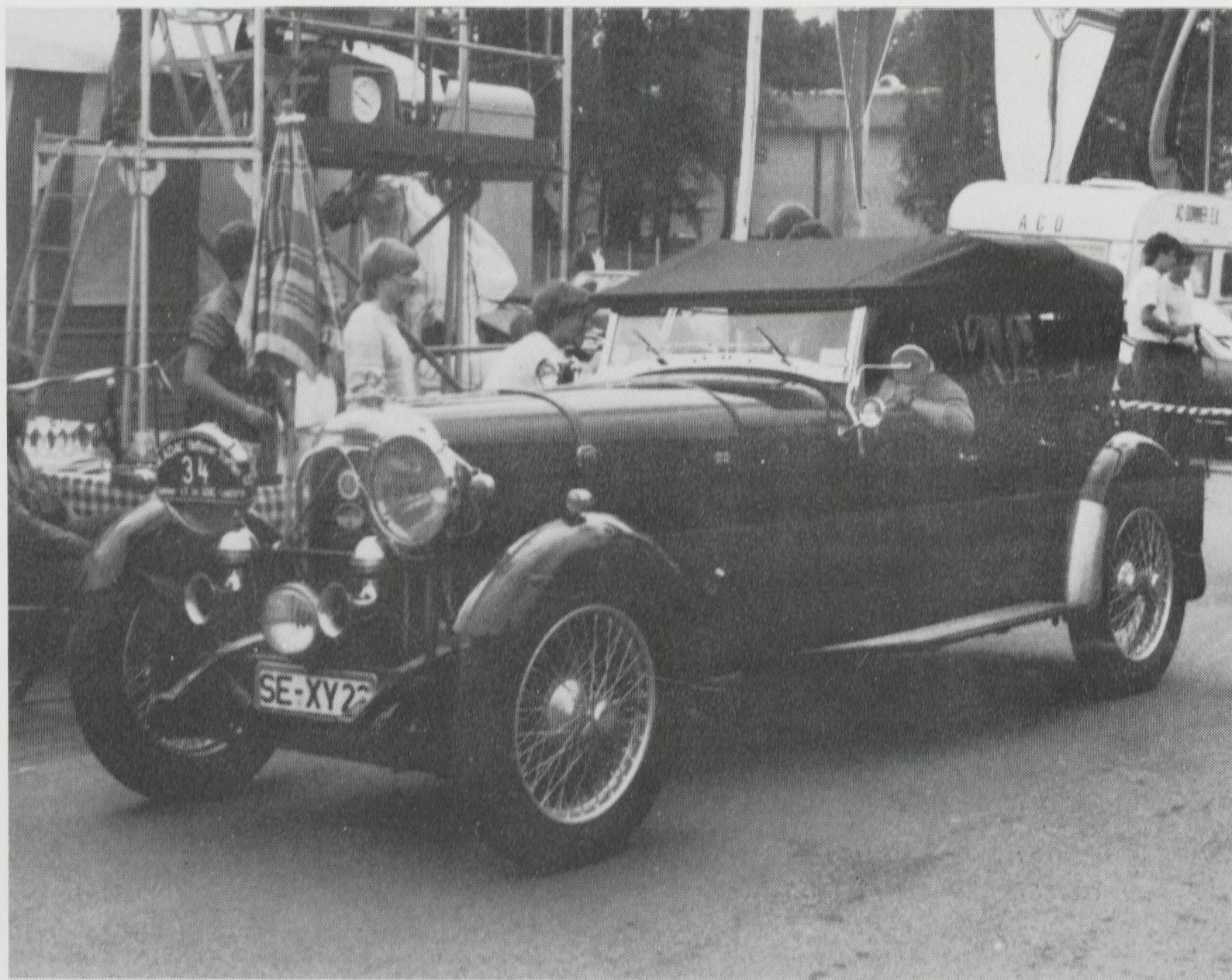
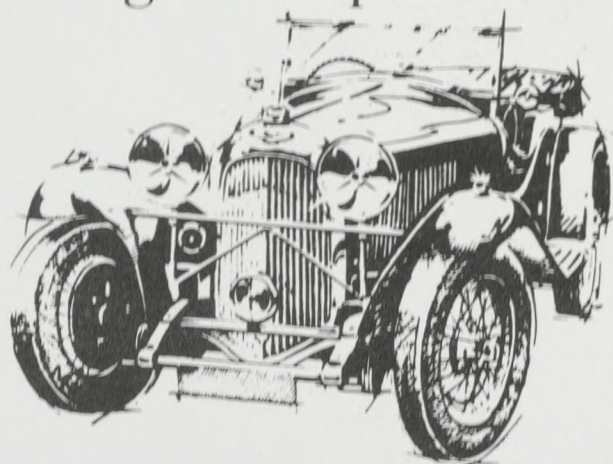


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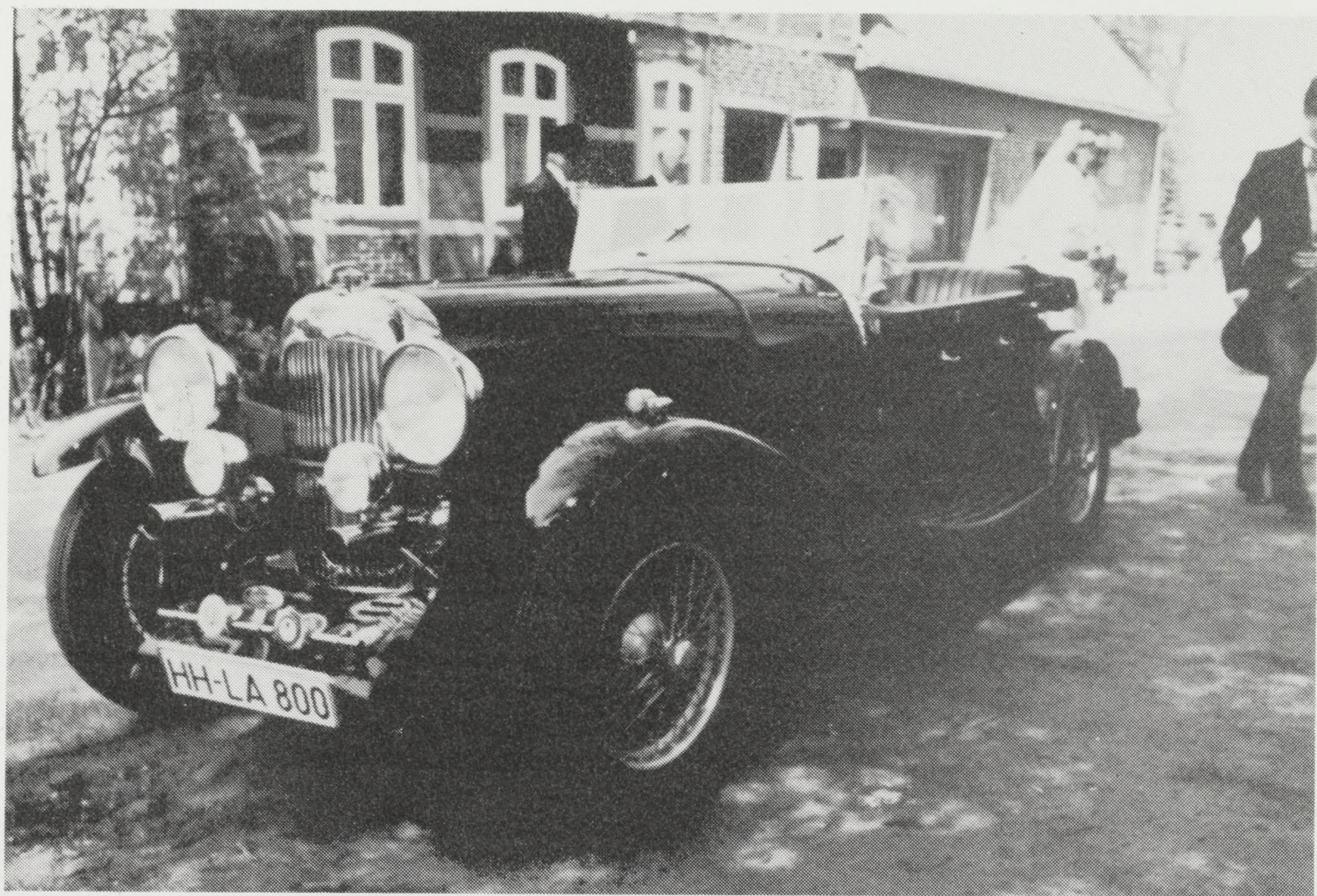
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# *Twelve Ways of Curing Vibration on a 16/80*

THE TROUBLE IS that I still do not know the real cause of the vibration. Other interested parties please read on and take your pick. It is also a very long saga — 26 years altogether.

It started four weeks after I bought the car in 1957. I was driving it to a nearby garage to have a gearbox noise investigated when a bolt worked loose in the Hardy Spicer fabric coupling between engine and gearbox, jammed the transmission and smashed the so-called reconditioned gearbox. The "reconditioned gearbox" was one of the allegations made about the car when I purchased it from an aircraft fitter who worked at Heathrow. I have been nervous of flying ever since. The whole car was a mechanical shambles which is why I still have it. For the first 10 years of its life, no one would buy it, for the middle five it still was not worth selling; and for the last decade I had grown too attached to the car to cash in on the inflated value.

Finding new gears for the Z-type gearbox was difficult. Ivan's health and personal commitments meant that the Spares Register had a backlog of queries at that time. (N.B. In the following years, I received and still gratefully file a sheaf of hand-written letters from Ivan, all offering sound and thorough advice, to say nothing of several deals for 16/80 spares out of the Longham collection.) A personal visit might have helped; but Parkstone is a long way from Sidcup. A nearer possible source of gearbox spares was Maurice Leo's garage at Beaconsfield. In 1957, Maurice specialised in servicing 2-litres, to say nothing of running and competing in a supercharged 2-litre, by means of which he won the Densham Trophy with monotonous regularity (the reason according to Maurice was that if he failed to win it, he had to wallpaper the front room, where the trophy was hung). Maurice offered, either some new gears for the crash gearbox for £25, or, for £15, an Alvis Speed 25 gearbox taken from a cannibalised 16/80. Money was the primary consideration; but I since realise that the gearbox with its double-helical gears, its robustness and its synchromesh on all four

gears was a good investment for someone who lives on the outskirts of traffic-prone London. The snag with the gearbox was its length. It was over twice as long as the 2-litre gearbox. Fitting the gearbox meant that the prop-shaft had to be shortened; and the discarding of the shaft between the engine and gearbox and discarding one of the fabric couplings. Before leaving Beaconsfield, I also purchased a new fabric coupling — available from Maurice in 1957 at 25/- for the 16/80 size and 50/- for the 4½-litre size. These are available in 1984 from Alan Brown at prices which compare very favourably when one considers the effects of inflation, V.A.T. and small production runs.

A garage in Sidcup made a splendid job of fitting the new gearbox, including drilling ½ in. diameter holes in the chassis members which are almost perfectly positioned, and shortening the prop-shaft by a suitable amount. Maurice Leo stated that it was essential to have the prop-shaft balanced after shortening. However being "boracic" at the time (impecunious for non-Minder watchers), I did not bother with the balancing. Bearing later events in mind perhaps Maurice was right. However, the car appeared to run without vibration and my main difficulty at the time was to get the car to start with some reliability — solved by throwing away the single carburettor conversion fitted by the Cranford comedian from whom the car was purchased; and procuring a 16/80 manifold and two S.U.s from Ivan. I ran it for a couple of years and then thought that I could afford an engine overhaul.

This was done at an establishment in Redhill which purported to be a Lagonda and Bentley specialist. The engine was run in carefully. Both it and the car were beautifully smooth and, at about the 950-mile mark, I was enjoying an exhilarating trip at about 68 m.p.h. along the Sidcup by-pass, when No. 6 con-rod disintegrated and made an exit through the side of the engine. The car was returned to Redhill for repair, Ivan provided new con-rods, sump, etc., and the car collected from Redhill. This time, it ran like a



rattling milk-crate (metallic type). One reason was a loose big-end (I learnt the noise by experience, strange that a Lagonda specialist appeared not to recognise it). Another was that the rebuild required an odd Hepolite piston, as the Lagonda specialist had fitted B.H.P. pistons for which spares were unavailable.

After 3,000 miles, I could stand the vibration no longer. This time, I rebuilt the engine, after (a) having the crankshaft reground, (b) having the crankshaft assembly balanced at Jack Brabham's of Chessington. The latter revealed that the Hepolite piston was significantly lighter than the five B.H.P.s and required special static balancing to match the weight.

The engine rebuild did not cure the vibration; but it did reduce it to a level at which the car ran well on the road and the track (a lap time of 1 min. 20.4 at Brands Hatch enabled the car to twice win the Lagonda 2-litre class at Brands Hatch).

Low oil-pressure plus the wretched vibration brought about a decision to rebuild the crankshaft once more. This time, I also had the crankshaft journals built up by Thomson Engineering of Norwood, in case the numerous regrinds had made the crankshaft too thin. Unfortunately the vibration was still there. Perhaps I need a course in fitting "white-metal" bearings.

After 20 or more years of car ownership, I finally had to change the plywood floor. This floor, incidentally, had been passed fit for racing by numerous scrutineers who objected to seat mountings on the floor concerned, on steering wheel screws, etc., etc. Not one of the scrutineers noticed that, should the car overturn, the floor would just drop out! Returning to the new, stouter floor, this exacerbated the vibration to an unbearable level. Minor trimming of the new floor led to no improvement.

At this point in time (1982) I decided to investigate the transmission. The gearbox alignment was tinkered with. It seemed to be in line with the engine. However the single fabric coupling distorted as it rotated and I wondered if two couplings (as intended by Messrs. Lagonda) would help. To do this, I could either shorten the prop-shaft, which would necessitate the re-positioning of the gearbox in the chassis or the clutch spigot could be shortened. I decided on the latter. Someone with more engineering resources

than the average garage shortened the shaft by 1 1/8 inches and re-machined the end. The altered spigot rotated in the clutch housing with a mere 1/16 in. to spare. Anyone following these steps, please take especial care at this point. The reduction in spigot length enabled the insertion into the transmission train of a second fabric coupling plus a 1/2 in. thick nylon coupling between the two couplings.

The spigot and its bearing surfaces evidenced considerable wear. One end rotated in a roller bearing fitted in the crankshaft. A new bush and roller bearing (metric size, would you believe) renovated this interface. However the bearing which rotated in the clutch was a different story. It was a Hyatt flexible roller bearing which was unknown at two multi-branch bearing factors who each boasted to stock every bearing in this world. Ivan Forshaw advised that I should try Claude Rye Bearings in Fulham. Again a fruitless trip apart from the topless go-go in the nearby Golden Lion hostelry! There are still a few solid roller assemblies left. However the only remaining flexible rollers 16/80 clutch bearings are either those in the cars; or else in Ivan's precious stock. As this bearing is out of the way, it behoves every 16/80 owner to see that *their* rare bearing gets some lubrication right away. Fortunately my flexible bearing was good in spite of years of neglected lubrication. However, this was not the case for the outer casing in which it rotated. This was pitted around the circumference, as were all the other examples in Ivan's stock. The bearing housing could be removed from the clutch by undoing six nuts, thus enabling a copy to be made (quite a lot of turning needed); or an insert fitted. The latter course was chosen, if only because it was necessary

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to retain the original alignment. A solid sleeve was purchased from a bearing manufacturer. Although alleged to be hardened, it proved to be only a piece of polished mild steel. So an esoteric sleeve was made, inserted and suitably hardened. Initially, the tolerance was too precise, and the precious Hyatt bearing ran hot. The clutch was dismantled and an extra two thou tolerance honed out of the insert. This enabled the bearing to run when the clutch was engaged without overheating. Only time will tell whether the principle of the insert is a sound one. However, the renovation of the clutch bearings has made the clutch action smoother.

Next the gearbox mountings were examined. The gearbox was secured to two chassis members by  $\frac{1}{2}$  in. diameter bolts, which certainly hold the gearbox firmly in place. However the chassis members were held in place by mere  $\frac{1}{4}$  in. diameter rivets. The rivets had stretched. So the rivets were sawn through (an arduous task) and replaced by high tensile bolts.

The engine mountings were then examined. The rear ones were just fabric which had, perhaps, gone incompressible over the years. These were replaced with one of the alternative engine mounting pads, although the level of the rear of the engine was thus raised by about  $\frac{1}{8}/\frac{1}{4}$  in.

The gearbox alignment was then checked and the packing pieces adjusted. The relative alignment of the engine and gearbox was then checked by examining the distance between a fabric coupling attached to the engine and a second coupling attached to the gearbox. A slight lateral misalignment was found and this was adjusted by filing the  $\frac{1}{2}$  in. holes in the chassis to adjust the position of the gearbox bolts. A lot of time was spent on adjusting the gearbox, to try to make the two fabric couplings bolt together without distortion. This proved impossible. I finally concluded that the spider on the Alvis gearbox differed slightly in radius from that of the triangle on the Lagonda clutch; and that distortion was inevitable. At least the two fabric couplings shared the distortion. Incidentally, the two couplings were supplied "hot from the special production line" by Alan Brown, as part of the spares service. They were not available anywhere else.

Finally, I took Maurice Leo's advice and had the prop-shaft balanced. Removal of the prop-

shaft was difficult, until enquiries revealed that the knurled nut in the middle enabled the prop-shaft to be separated into two portions, each of which could be withdrawn from the "tunnel". The overall result of the labour is a considerable reduction of vibration to a tolerable amount, a sweeter clutch and a pleasant summer's motoring. But I still do not know exactly what caused the vibration. Neither is the engine as sweet as it was just before the con rod broke.

RON GEE



**WANTED!**

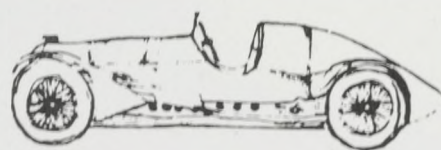
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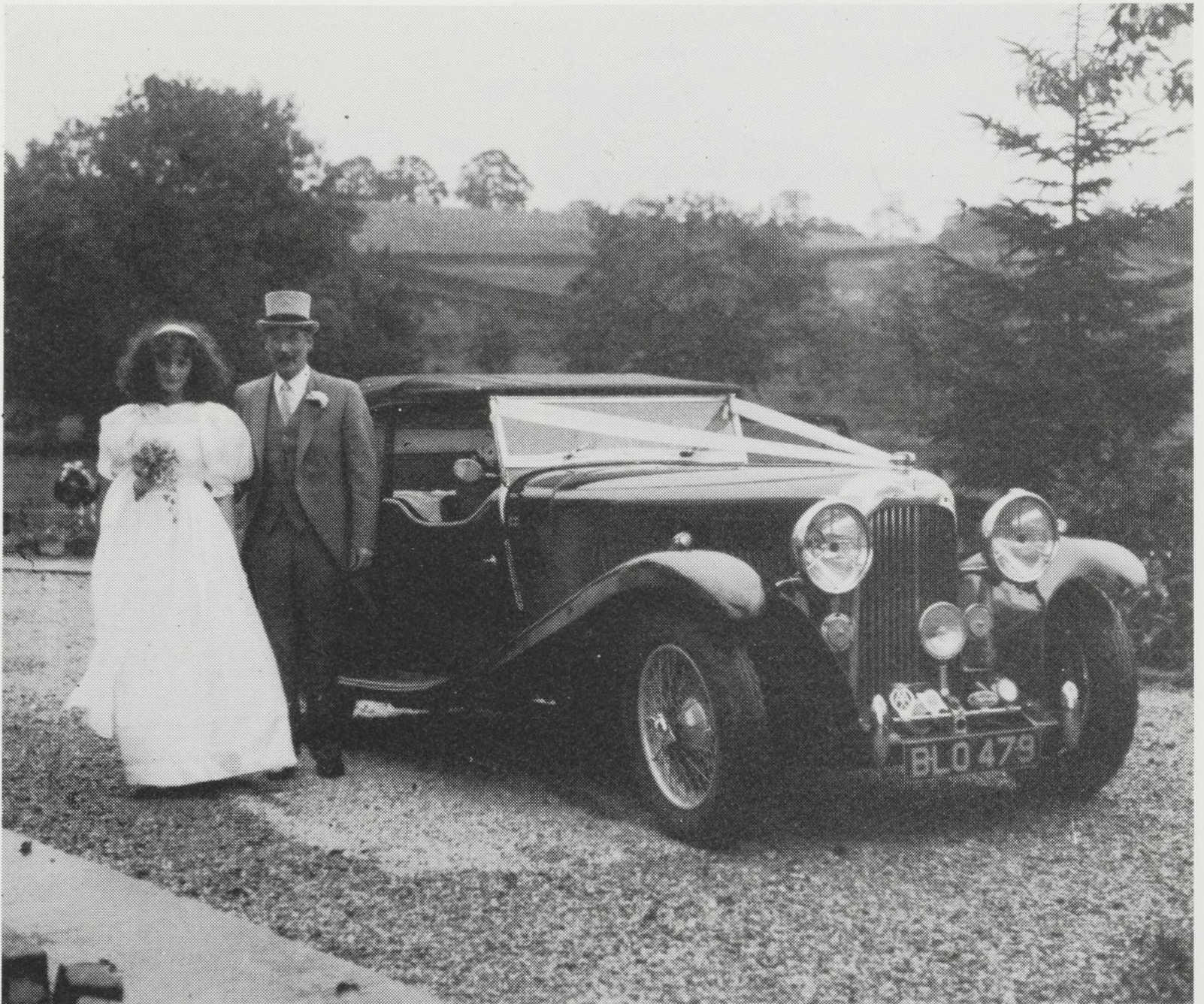
# *Congratulations*

CONGRATULATIONS are due to member Katherine Hoare on her recent marriage to Peter Roberts, who shares an interest in vintage motoring. As the photograph shows, a suitable form of transport was used in the form of the Hoare family's 3½-litre.

Others attending included the Hoggards with their 3½-litre, the Hoppers and their 3-litre, the Claytons with a 16/80, Stephen Weld and the Crossley and the Stringers with an Alvis Firefly.

Needless to say a good day was had by all.

MICHAEL HOARE



*Katherine Hoare, Michael Hoare and the 3½-litre at Katherine's Wedding.*

*Photo: Michael Hoare*

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# A New Car with an Old Name

## *The British-built 20 h.p. Lagonda*

NO DOUBT MOTORISTS of some years' standing will recollect that at one time powerful tricars were extremely popular, that there were very many put on the market of such very indifferent quality that the tricar's vogue was brought swiftly to an end, but that a few really fine machines were made. Amongst the best and the most famous was the Lagonda, designed and made in a thorough engineering way, and it is therefore interesting to learn that Mr. Gunn, the moving spirit of the old-established Lagonda Motor Co. at Staines, has for several years been giving his attention to the manufacture of quite large cars, chiefly for export to Russia.

Quite recently the Burlington Motor Co. Ltd. have acquired the British rights, and it is therefore to be expected that the Lagonda car may soon make for itself in England the reputation once possessed by its three-wheeled predecessor.

The 20.1 h.p. (R.A.C.) type, with a 90×120 mm. four-cylinder engine, strikes even the casual observer as being an exceptionally careful and well finished job. Closer examination strengthens the idea, and also discloses many ingenious points in the design, together with a thoroughness of detail deserving of all praise. In proceeding to describe the car, one is tempted to reverse the usual order of consideration, and give attention firstly to the back axle, which is of unusual design. The sleeves are composed entirely of cast mild steel — a somewhat expensive, but very reliable material, and rather stronger than malleable cast-iron. Aluminium is used for the worm casing, and there is a stout adjustable tie rod. The road wheels run on the outside of the sleeves, the ball bearings being spaced well apart, so as to give good lateral rigidity, while inside the casing the differential box is backed by huge double thrust bearings, these bearings taking all side pressure from the road wheels as this is transmitted through the conical outer ended driving-shafts. An excellent feature in the design is that the axle is stayed by four rods, two outside and close to the frame and two nearer the centre. While the first pair end at lugs below the axle, the second terminate

at points a little above it, and the effect is to constrain the axle as a whole always to move quite vertically. An axle so controlled is to be preferred, because with it the most violent bump does not cause any variation in the rotational velocity of the wheels, and such is destructive to both transmission and tyres. Of course, the difference between the Lagonda arrangement and the ordinary torque rod staying is not very great, but all theoretical advantage is in favour of the former. It is claimed, too, that the car is very steady, and our own experience on a short run is that it does hold the road in a most unusual manner.

Between the axle worm and the gear box there is, of course, a double-jointed shaft, the joint being of good size and very well cared for with respect to lubrication. In the box provision is made for three forward speeds, and although there is no especial peculiarity in the design, one seldom sees



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such large ball bearings as are employed, and rarely, if ever, thrust bearings to guard against accidental axial loads on the shafts. Three-point suspension is used for both engine and gear box, both having two arms on one side and one central arm only on the other. These two are carried on slightly dropped separate sub-frames, and are connected by a short shaft with truly universal jointing.

A place where the careful nature of the design shows up is in the foot brake, which has two shoes drawn together by means of quick pitch, square thread screws, so that one shoe does not pull against the other, but both are dragged inwards towards a central fulcrum. This fulcrum, too, is mounted on the frame with one eccentric setting that allows its position relative to the brake drum to be adjusted. This ensures the two shoes coming into action at the same instant, giving thereby a very smooth and powerful retarding effect, which is enhanced by a Raybestos lining.

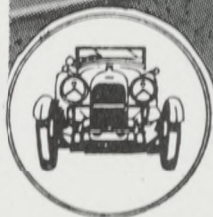
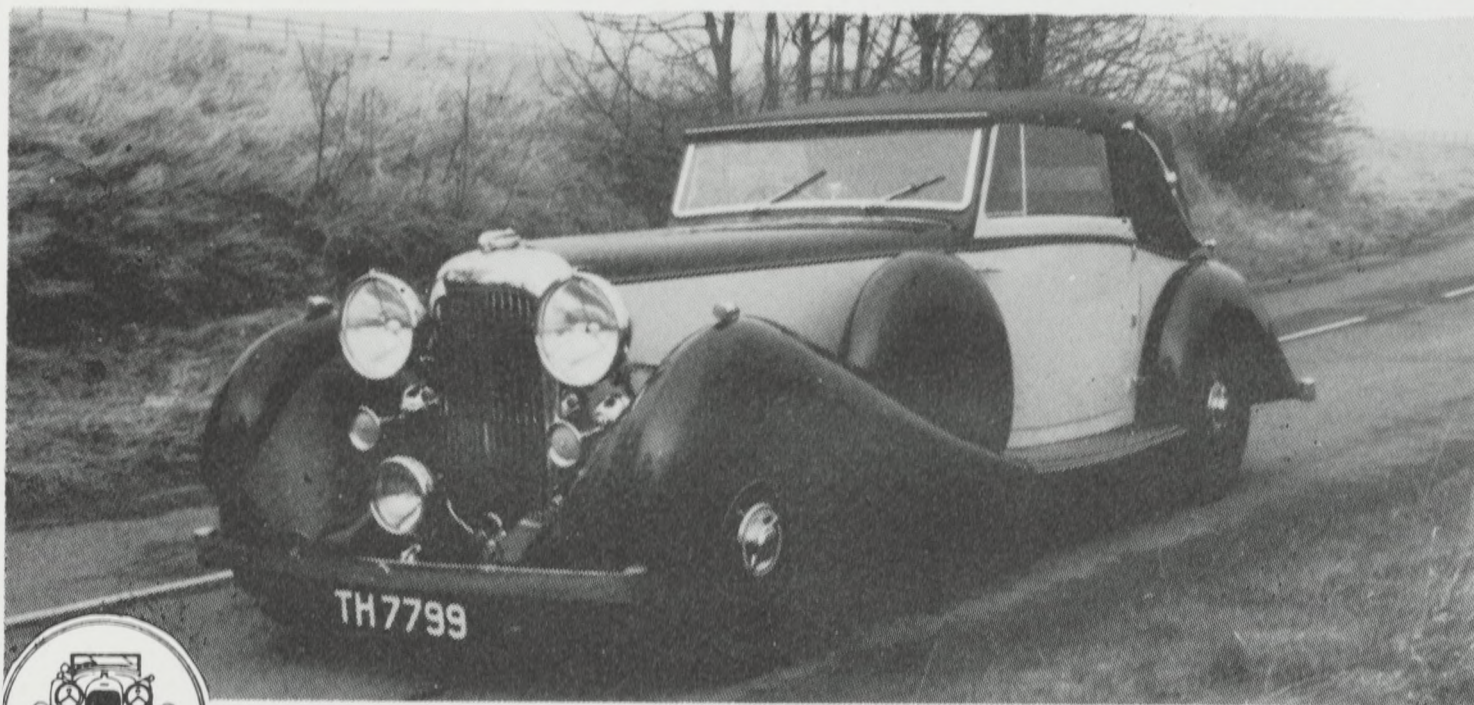
Another unique feature is that the castellated shafts and even the teeth of the gears themselves are ground all over after being case-hardened, and we can vouch for

the quietness of the indirect speeds on at least the one chassis we have been able to try. The gate is much longer than usual, being higher up the change lever, because the latter is pivoted extra low down, and this seems to make changing very easy.

For the clutch an internal leather cone is used with aluminium centre, and there is a clever clutch brake, forward movement of the pedal actuating a little bell crank, which brings a leather pad in contact with the clutchshaft, or, rather, with a collar on the clutch itself.

Although possessed of no abnormalities, the engine is a very clean job, with pair cast cylinders, light cast-iron pistons, and a robust crankshaft with three big plain bearings. The valves, all on the near side, are enclosed, and the camshaft is silent chain driven, a neat, effective, and theoretically correct means for adjustment being provided, the importance of which is likely to be realised more fully in years to come. Lubrication is performed by a Rotherham pump, which delivers oil at a pressure of about 75 lb. per square inch to the main bearings. Thence the overflow is conducted to trays in which the big ends dip,

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while there are separate leads to each of the chain sprockets.

The C.A.V. magneto is situated on the off side and driven through a long universal coupling, while there is also a platform to take a C.A.V. lighting dynamo, which is then in position to be driven by a short Whittle belt from the magneto sprocket-shaft. At the other side, on the end of the camshaft, there is a pulley for driving the fan, and an eccentric adjustment is provided in the mounting of the latter. Cooling is performed by a highly efficient Lamplough radiator and pump circulation, the pump being driven from the camshaft. A Polyrhoe is the standard carburetter, with both hand and foot throttle control, and the ignition timing is variable.

Lack of space precludes a detailed

description of many other parts, but it will suffice to say that both main and sub-frames have been strengthened at all places of natural weakness, and that the steering gear has throughout ball bearings of such size that the wheel moves to the lightest touch. Taken altogether, the car, by its comfort, its convenience, the accessibility of its vital parts, and its quietness, is essentially the work of not only a good engineer, but an experienced motorist. In conclusion, it may be mentioned that the standard tyres are 810×90 mm., which seem on the small side, and Riley detachable wheels are always fitted as standard.

*Reprinted by kind permission from  
The Autocar, 4th November 1911.*

## *In Register*

SOME TIME AGO in these pages (Autumn 1981 to be precise) I referred to the strange V.12-engined space frame two-seater that now belongs to George Chilberg in California and which he described and illustrated in the magazine of Spring 1981. George has been beavering away at tracking down the history of the car all this time and as a result of the "census" of members' cars last summer, he sent me photo copies of the dossier he has compiled on "The Challenger", for that was its original name. My only contribution to this is to weave the story together into this article. George did all the research.

The story begins in the winter of 1938/9 when Reg Parnell decided he could build himself a more modern voiturette racer to beat the ERAs with. He hired a certain Allen, who had been Zoller's chief draughtsman and the car they produced was extraordinarily ambitious for a "one-off". The design of the "Challenger" owed a great deal to the current Mercedes G.P. cars with double wishbone coil spring front suspension, torsion bar de Dion rear suspension incorporating the Wilson gearbox and an all-tubular chassis frame. The engine was to be a 1½-litre six with a two-stage supercharger, both block and head in aluminium with wet liners and two overhead camshafts. An interesting coincidence in the light of the car's later history is that the crankcase ran down to below the crankshaft level with a flat sump cover and the main

bearings were to be inserted in "cheeses", just as in the later LB.6 Lagonda engine.

By the end of May 1939 the car was sufficiently advanced for *The Motor* to publish a photo and article showing the car, less engine and body. The chassis looks even more like a Chinese copy of the G.P. Mercedes and the main frame tubes are of totally unnecessary strength for a 1½-litre car.

The short 1939 season passed without the Challenger making a proper appearance, since making your own engine is a very large undertaking. By November *The Motor* were able to publish a page of drawings of the car, including the engine but it seems unlikely that the engine got beyond the drawing board. The car ran at the final pre-war Prescott with an E.R.A. engine fitted.

During the war Reg Parnell's garage in Derby (Standard Transport) became an Aladdin's cave of racing cars as various owners left their treasures there, safe from the blitz. Tim Parnell recalls 32 cars in all. *Thoroughbred and Classic Cars* published two pages of photographs of this eldorado in September 1981, including two of the Challenger. Allen's admiration for the G.P. Mercedes must have extended to the body, for most of the car looks just like the 1939 Mercedes, but behind the rear axle the tail was enormously extended so that the overhang was at least half the wheelbase. The 1945 photo shows the car with a V.12 Delage engine

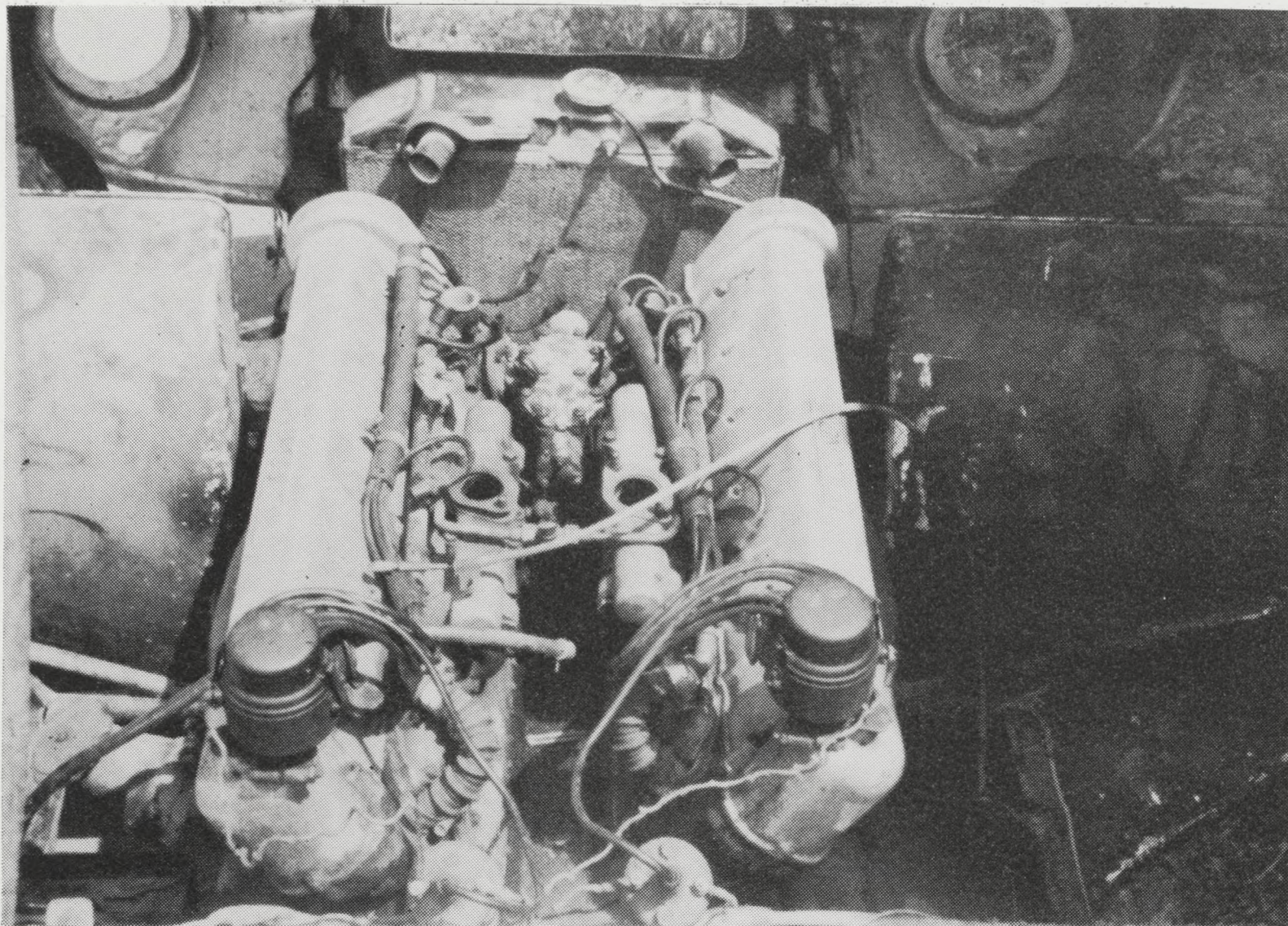


and the long tail is much longer than that fitted at the Prescott outing.

Michael Bowler in *Thoroughbred Car* describes the car, as it was in 1945, in some detail; several of the features noted then are no longer there. The rear suspension, for example, had the differential casing mounted on an extension of the chassis with sliding spline drive shafts. The de Dion tube was built up from three parts, all bolted together and located laterally by a pair of links from a central extension of the differential mounting frame while longitudinal location was left to long fabricated trailing arms with lightening holes. The brakes were outboard, front and rear.

4½-litre Duesenberg engine. This may or may not have been the Challenger chassis — it was certainly strong enough in the chassis to take that engine.

It was Paul Emery who introduced the Lagonda V.12 engine and gearbox, possibly to replace the Duesenberg if I have the right chassis, but I suspect that the next owner converted the car into a sports car. Certainly this had been done by August 1951 when the car was advertised for sale in *Motor Sport* by its then owner, a Mr. Edginton of Shortlands, Kent. Edginton said that the car had cost £2,500 "new" and would do 130 m.p.h. The body was finished in "Alpine Mist" with beige



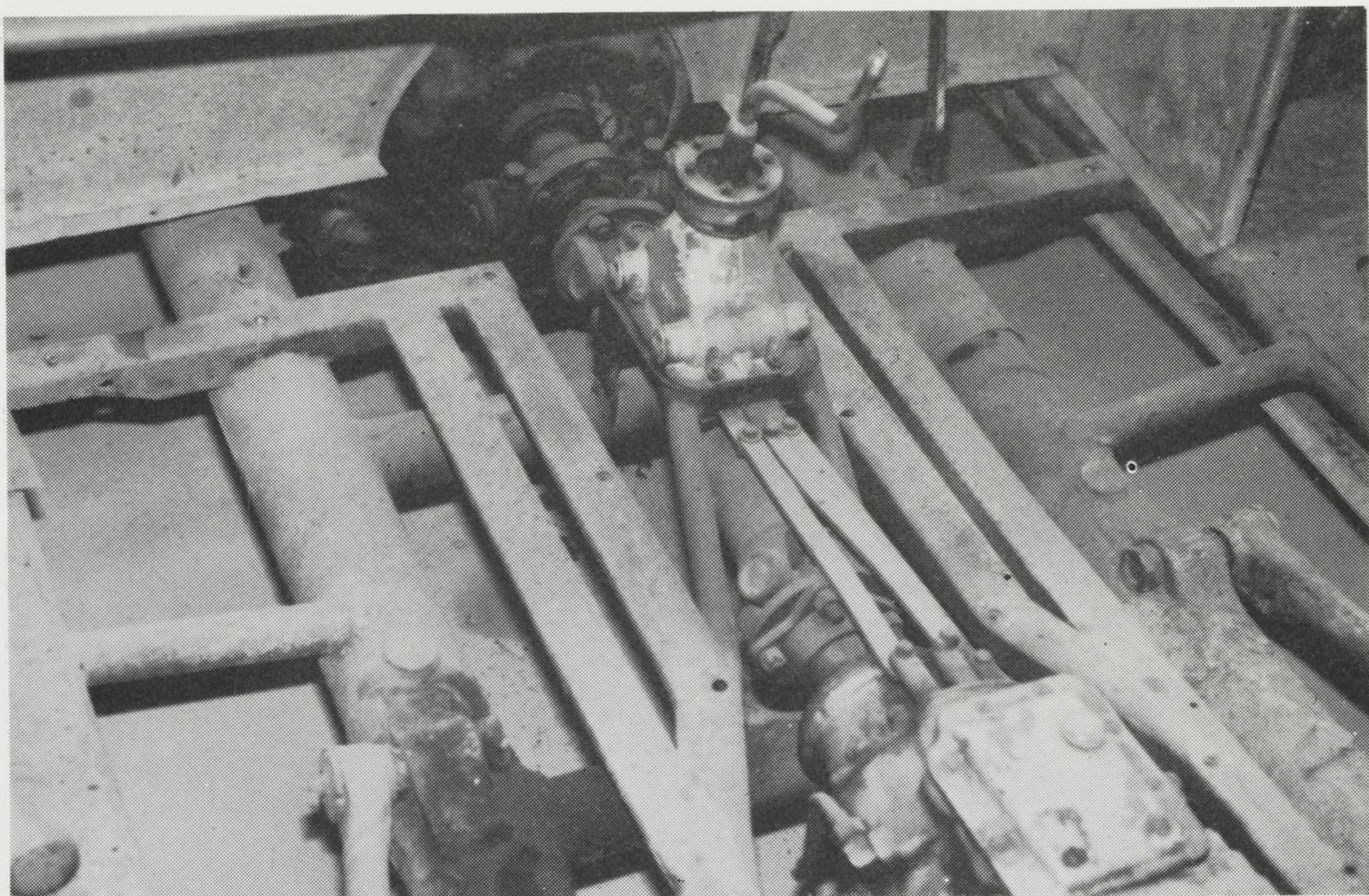
*A general view of the engine and bay.*

*Photo: George Chilberg*

After the war the car was driven briefly by David Hampshire and then went to Roy Habershon, whom Bowler believes owned the Delage engine. It then disappeared for a bit and came into the possession of Paul Emery who turned it into one of his Emeryson Specials about 1949. Now there were several of these and I have a photo of one of them, taken in the 1948 Jersey races which had a

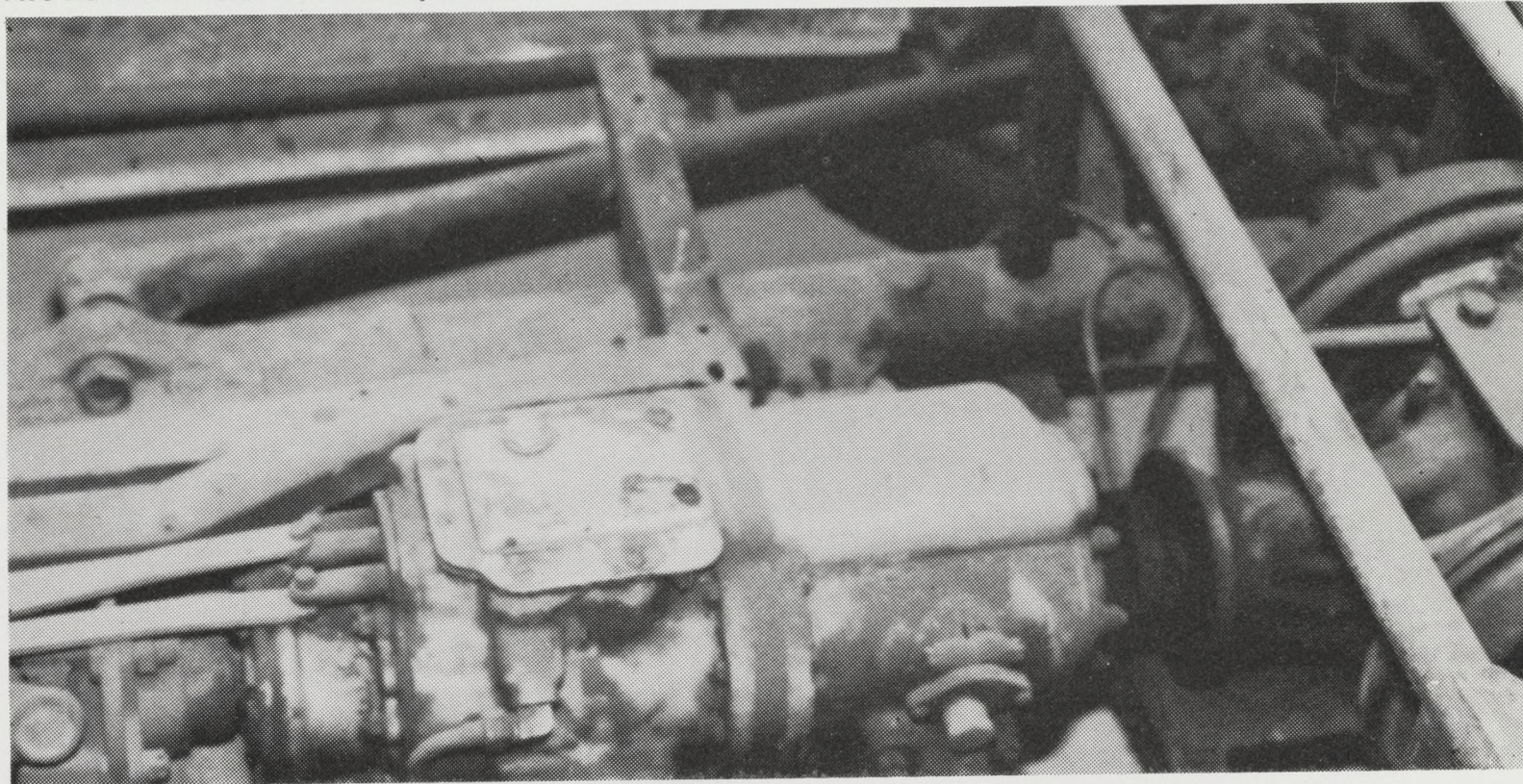
hide. He also said that it had a Sanction 2 engine, which it hasn't now, and that that engine produced 185 b.h.p. on Pool petrol (about 70 octane). This is an interesting figure, as it is not the spurious Le Mans figure of 220 b.h.p. (actually 205) nor the equally spurious production V.12 figure of 180 b.h.p. (actually 157). It may actually have been measured on a brake.





*Two views of the transmission department.*

*Photos: George Chilberg*



To turn the car into a two-seater a quite substantial subframe of channel section and smallish tubes was welded to the original two parallel large diameter chassis rails. It was this substandard welding that George Chilberg commented on in his first article on the car. The two long trailing arms have become more

substantial but shallower and the lateral location of the de Dion tube has been changed to what looks like a ball joint sliding between two angles bolted to the back of the differential housing. I still think the inboard rear brakes come from a D.B. 2.6 or 3 litre and the G.10 gearbox must have been needed to



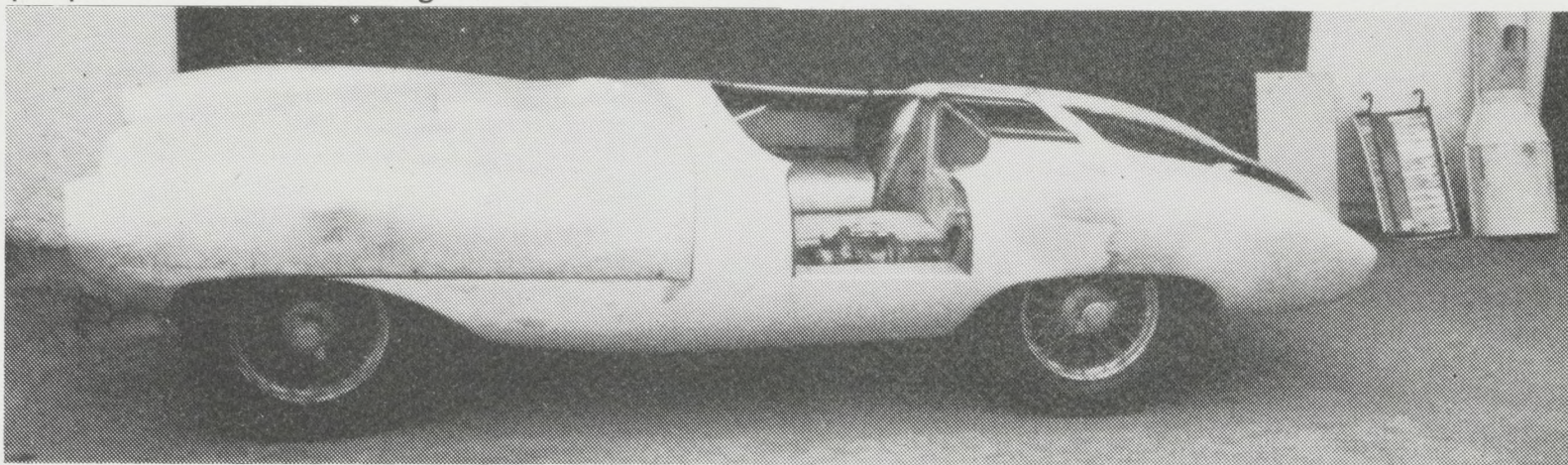
take the torque of the V.12 engine as the original E.N.V. would have been unable to cope. It was mounted in the same place as the original Challenger one, directly in front of the rear axle and to get the gear selector mechanism to work, three flat bars are interposed between the base of the gear lever tower and the front of the gearbox, the former being mounted just to the rear of the clutch. These bars transmit the movements of the gear lever to the box itself.

The bodywork was very advanced for 1951 when some vestigial bonnet usually appeared even on full width designs. To my eye the proportions are wrong and it bears a

remarkable resemblance to the later Lotus 23 body but put on back to front. It undoubtedly had this body in 1951 as Edginton refers to it in the advert.

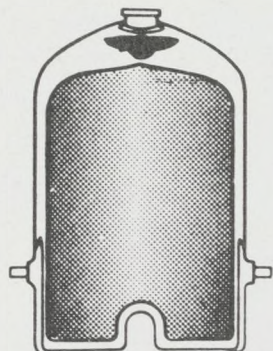
It is still not clear who took the car to America but it was there by the late '50s and George Chilberg's earlier article gives the history from then on. The whole car is very interesting and if George can get it complete I fancy it will be very rapid indeed. As befits a one-time G.P. car the handling ought to be good too, although you can never be sure when the car has been so altered.

ARNOLD DAVEY



*The nearly clothed car. The front is to the left.*

*Photo: George Chilberg*



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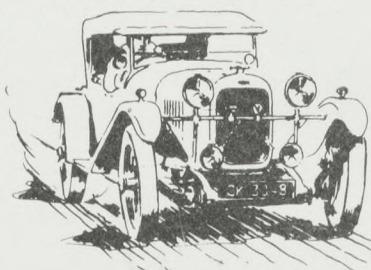
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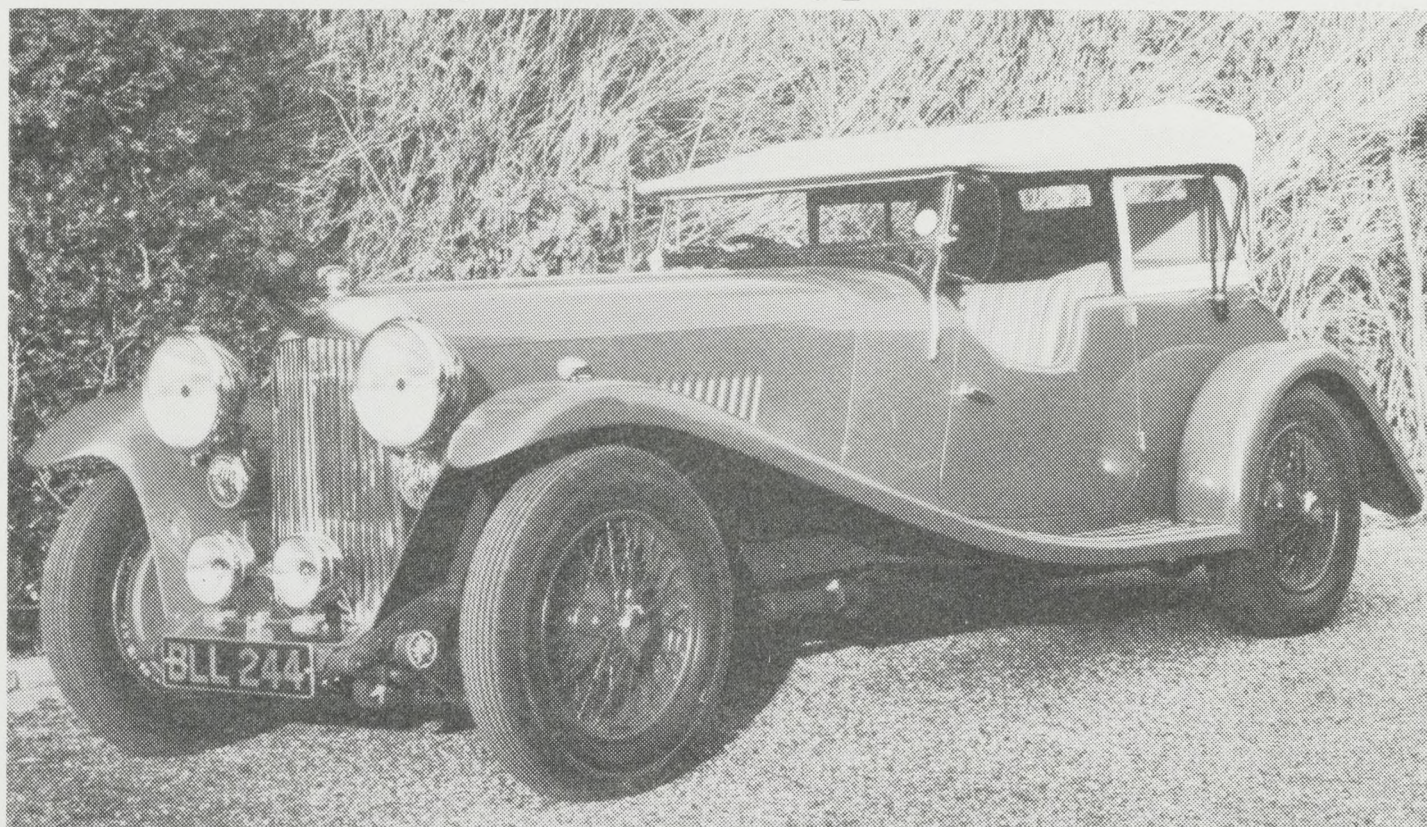




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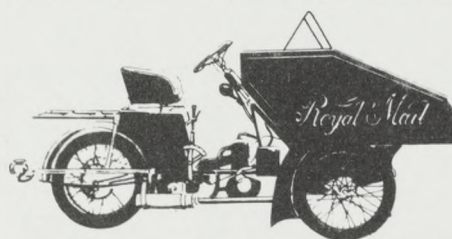
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## Letters to the Editor

### Isle of Man Rally

Dear Sir — Roger the Lodger is incorrect in saying that no member of the Lagonda contingent won any cups. In the navigation event, one such was secured by yours truly.

JOLLY JAMES

15 Graham Terrace,  
London SW1W 8JE.

P.S. R. the L. was frequently to be seen in his.

Dear Sir — Hull and East Riding Section shatteringly decimated in past few years with John Broadbank, Henry Coates, and now John Beardow all dying very suddenly. The same happened to our Jack Allison (after whom the Club's Allison Trophy is named) some years before that.

I thought the enclosed might be suitable for the magazine (see page 5).

ROY PATERSON

Cottingham,  
Hull.

Dear Sir — In case any of you wondered if Joe Harding ever made it to America, I enclose a photograph of him and his latest mode of transport by the way of proof that he did. I recall one year upon his return from the annual trip to Le Mans he remarked that the "Lag" wasn't the most comfortable car he'd ever slept in, but he seems to have gone to extremes.

It has occurred to me that if this motor home could be fitted with a Lagonda engine, we would probably never see him again!!!!

JENNIFER TAYLOR

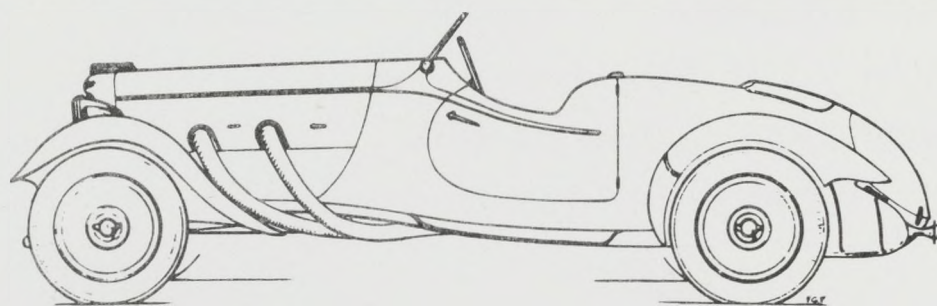
London.





Joe Harding in his American mobile home.

Photo: Jènnifer Taylor



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