



THE MAGAZINE OF THE
LAGONDA CLUB

Number 123

Winter 1984



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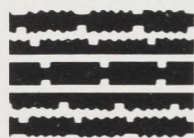
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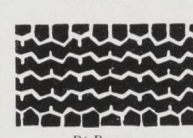
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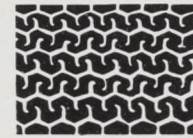
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FRONT COVER: Sagacity wins the day. The eventual winners of the New Forest Rally in confident mood at the start. Photo: Alan Elliott.

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.

IT IS YOUR CLUB. There for your benefit. Fellow enthusiasts organising both national and local happenings for you to enjoy. The same, and others, willing to help you maintain your car for your pleasure.

Do you get Out and About in your Lagonda? Do you go to your local monthly meets? Do you go to the AGM to put forward your needs and points of view? If you are working on your car and find that you need unobtainable spares (after checking with either Peter Whenman, Alan Brown or Aston Service to see if alternatives are or will be available), do you arrange for one-off bits, at great expense, before enquiring how many other fellow members are doing just the same?

Without your support people such as Alec Downie would not be encouraged to organise gatherings like the Champagne Trip last year, with the help of Continental

friends such as Audoin de Dampierre. This coming year's celebration trip to Le Mans to commemorate the 50th Anniversary of the Lagonda win. The list is endless.

The annual Northern Dinner, the Film Show, all the Rallies and Tours are there for the benefit of the participants, not just the people who offer to run them.

If nothing happens within reach of your car's capabilities why not start something more local which is, but remember to tell others about it in good time.

Mainly, however, get out and about in your Lagonda. Even the people who don't aspire to own anything as fascinating will chat with you wherever you stop.

It is one of the best ways of meeting people and making friends both inside and out of the Club.

Give and take the best of it from here on. You'll find it all well worthwhile and please the people who do some of the arranging for your benefit.

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: Sunday meeting no longer held. Another place, another time to be arranged.

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".

Copy instruction books:

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Idiot's Journey to Le Mans.

ONE EVENING, whilst half way through the soup course of a Thai meal, the subject of the "Circuit of Honour" began to crop up, and being ignorant as to the term, thinking that it could be some form of credit or overpayment of an electricity bill, I carried on devouring my beef with onion and ginger dish.

Names were mentioned of drivers who were either in the South of France, rebuilding their vehicles, or detained at Her Majesty's pleasure.

Later I gathered that the conversation concerned a demonstration run of vehicles that had competed in previous Le Mans 24 Hour endurance events, to be another crowd entertainment prior to the main event which kicked off at 3 p.m. on Saturday, 16th June.

By this time I had noticed that my glass was being topped up at a faster rate than normal, and being a trusting soul, I thought "how nice", not knowing (or caring by this time) what was in the wind. Eventually the point of the dagger hit the shoulder blades. "If you are not doing anything in mid-June, etc".

When age creeps on the retrospective view is that things were much better than they really were when they were actually happening. The passage of time seems to erase most of life's unpleasantnesses. Therefore not having been in an open car for many years my immediate thoughts were "could be pleasant, how nice, and it will save spending so much time in the local", although there was still a great reluctance to say anything as positive as "I will go".

More wine was plied, resistance lowered and by the time we were outside the restaurant (where I can remember standing in the gutter holding on to the kerb for support), I heard a voice in the distance of someone saying "Yes, O.K., I'm on", only to realise some 20 seconds later that the voice was mine.

Wednesday p.m. and I arrived at the appointed time. We had a meal and an early night was had by all concerned. I

wondered what the next few days would hold in store, seeing that my bed was made up in the dogs kennel. Breakfast next morning consisted of a stiff scotch, a cigarette and a cup of tea, plus five minutes facing East and kneeling on a prayer mat hoping that someone up there would take pity on me and strike the electrics of the 4½-litre Lagonda Team Car with a Thunderbolt. How different things are in the cold light of day when seen through bloodshot eyelids.

Loading Thursday morning.

As the instructions regarding the personal body covering were rather sketchy (more like non-existent), my wardrobe consisted of scruff kit, wellies, wet suit complete with snorkel and flippers and a party dress.

Loading was a problem, left on my own I removed four springs retaining the cover of an area of the car which is generally known as the boot (with a few exceptions such as the VW Beetle, baby Fiats, etc.), I was amazed to find that the whole luggage area was filled with a large black life buoy and what looked, at first glance, to be the rear view of an office filing cabinet. Screams from the lady owner, "put back the spare wheel and petrol tank cover, the luggage goes on the rear gunners seat".

After five attempts everything fitted in, but in the wrong order, for instance, the running spares (cigarettes, Gran Marnia, wine and scotch) were buried, no Brownie points scored.

Collection of Sea Link tickets and breakfast was organised at the Intercontinental Hotel, Park Lane. The pilot took her seat and I was instructed to take up position on the navigators perch, no Thunderbolt had arrived as yet. However the postman was due any minute, hope they haven't sent it Second Class

Problem number one, I could not find the door and asking for a can opener or hacksaw, I was told to stop fooling around, place my foot on the stirrup and

swing the other leg over the bodywork.

This done I was rather disturbed to discover that I was facing the rear with my rump on the windscreen, a solution was found by Robby producing a garter which I wore on my left leg, no further problems with the exception of the wolf whistles and bottom pinching.

Settling down I had an inspection of the living quarters. Very upsetting, no seat covers or belts, cigarette lighter, ashtray, carpets, or radio. How were we going to keep up to date with "Top of the Pops" and the "Archers"?

Moving at last, but on looking down I found that it was possible to inspect the condition of the road surface. "Don't worry" I was told, "that's to allow the water to drain out should it rain".

An uneventful journey through the rural areas of Waterloo, The Elephant and Castle, Lewisham, and New Cross but when stopped at the traffic lights on the Sidcup Bypass in front of a juggernaut, the peace and quiet was shattered by the arrival of a black coloured Bren Gun Carrier thrashing downhill at a vast rate of knots with a bald headed gentleman at the tiller. Minus Brownie points this time, I was informed that it was a Bentley and that the white part wasn't skin but a leather flying helmet as worn by Amy Johnson.

Roadside stop for refreshment, pilot threatens to abandon navigator on the A20 without iron rations or compass upon discovering that the "liquid nectar" had been stored in the bonded warehouse deep in the cargo hold below the rear gunners seat.

By this time I had remastered the art of lighting fags whilst on the move, this turned the scales and I was informed that it was my turn to drive. Some people have no respect for their possessions.

Looking for the seat adjustment lever to enable my long legs not to foul the steering wheel, I was told that the only adjustment available was to remove my shoes.

Folkestone arrived and the red monster without bell or ladders was fed with petrol just in case the Sea Link Ferry had forgotten to stop at the pumps.

On the ferry we were promoted to be

the support vehicle to a pair of coves in an Allard who insisted that we carry their presentation tankards, flyscreens and various other oddments including dirty linen. A good move this, as in the event of a rebuild being necessary, we were assured of an audience of two who would be able to push.

Boulogne, Mayor's Reception at the Chamber of Commerce which, when finished, a police escort was provided through the town via the back streets with the lead vehicle being a Citroen Paddy Wagon with the back-up of the French version of Geoff Duke who seemed to be enjoying himself beyond the call of duty.

How thoughtful, then it occurred to me that after mixing with what was obviously a large group of escapees from Banstead Asylum, the Mayor provided the escort to ensure that we were ushered out of his domain as soon as possible.

The journey to Rouen was routine, with the exception of a visit to the little boys room in a forest, which had the correct properties in the earth for the stinging nettles to grow to a great height. Even when standing.

Arrived at the hotel by chance after following one of the many Range Rovers with trailers that were transporting the cars that were either too valuable, or too impractical, to be driven on the road.

We took the scenic route via the bus terminus, circuits and bumps around the Cathedral, toured the road works just to test the springing or rather lack of, then approached the hotel by the one way system. No need to ask. It was against the flow of traffic.

Food, then a good nights rest to greet the dawn all bright eyed and bushy tailed. Well that was the idea. However there were a few drawbacks to this plan.

Firstly, halfway through the meal there was a noise from the bar similar to the St. Patrick's Day Celebrations in Cricklewood. At the end of the meal this was discovered to be our fellow travellers having a quiet drink. Hours later we all dispersed to our various park benches. My room was very small, which was handy as there wasn't enough space to fall over.

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The evening, sorry morning, was hot. Therefore the windows were open, a mistake. The room was near the corner of the hotel which overlooked two major roads. On one side the Embankment traffic with the heavy goods drivers trying to get home for the weekend. This noise only subsided when the traffic lights changed to allow the other column over the bridge to proceed at 7,000 revs. past the hotel window.

Friday, we followed the Allard out of Rouen with the occupants looking round every few hundred yards to check that we were not selling their presentation tankards to the locals.

Made the scheduled nosebag stop for lunch a little late, due to being directed to a museum, which we had no intention of visiting, and waiting for the Allard which did not arrive. The lengths some people will go to in order to have larger helpings of nosh.

After lunch I had a change of pilot, luxury thought I, passenger in a car with windscreen, doors and with luck, a cigarette lighter.

No lighter, but at least the driver smoked, as did the exhaust.

Our next hotel was located at Conlie some 15 miles northish of Le Mans. We were following another Fraser Nash who had maps, rather disappointed to end up in the car park of the local Asda Supermarket with much head scratching. It would appear that the open roads were too tempting to look for the turn-off lane which would have been 25 miles less.

Nice hotel in quiet surroundings. All engines switched off. Seated beneath a Martini umbrella sipping lager when the level crossing barriers closed and the longest noisiest freight train started to go by. It seemed that it was still passing 10 minutes later, another nights sleep ruined thought I.

Saturday and the reason for the journey had arrived. Follow the Green Garage Labels I was told. No problem. But what I hadn't realised was that the local petrol stations had the contract to erect the Labels. Miles later, after arriving somewhere near the circuit, we heaved a sigh of relief.

Positioned ourselves behind the museum with the rest of the travellers and off to inspect the contents of the Range Rover trailers which had been unloaded.

The Circuit of Honour was completed without too much incident. Except that I did notice that we had to overtake the Bren Gun Carrier which sounded extremely sick and in need of a Bob Martins. Which only goes to prove that Bren Gun Carriers should keep to the Sidcup Bypass where they seem to go much better.

Sunday, very hot again, lost layers of skin from the nose, pilot concerned about the level of petrol, takes vehicle to find a petrol pump, will be about half an hour. Two hours later my cigarette packet was in shreds. Sat in the shade awaiting the return of the travelling spares, which finally arrived without the petrol but at least the cigarettes were still on board.

Suffering from heat exhaustion, dehydration (the bottles were also in the vehicle) and nicotine starvation, we made our way to the arranged venues for the evening's entertainment. Missed the first one, but arrived early at the second after wearing out a section of the RN 23 for various reasons some of which were: that the pilot had hidden the navigators glasses, the detailed map was dated 1970 and the battery in the pilot's deaf aid had seen better days, in that each time on being told to turn left or right we kept going straight ahead because it was a prettier road.

The meal over we made our beery return to Conlie with the assistance of the five glow worm power of the enormous headlamps, or were they air brakes.

Morning arrived too quickly, time to leave for Dieppe, last again. Gentle journey except for the Clères to Dieppe section due to being delayed. Managed to join the end of the queue and embarked. Invited to the Bridge to see how the ferry handles in the restricted channels, most impressed as I could not see any wing mirrors on the boat.

Beautiful return crossing with a slight mist taking the edge off the shapes of the shipping and the patterns of silver reflections had to be seen to be believed.

The only thing that marred the crossing was the boat's prop shaft needed to be balanced as it was causing a vibration.

Newhaven on a summer's evening, and as there was no need to open the maps, it was decided that I should drive. However, I'm sure that the main reason was the pilot's enthusiastic approach to the last of the duty free liquid for some time.

My normal route back was interrupted by the pilot yelling "turn left here", when asked why the reply was "well I always turn left there". Another scenic route which must have added another 12 miles onto the journey. However, in spite of everything and with respect for the age of the vehicle (not to mention the pilot), the whole trip was most enjoyable and I would like to add that I was very glad to be asked.

Should I visit that same Thai restaurant again with the pilot I must remember to have a list of excuses available just in case those dreaded words are repeated. "if your not doing anything in mid-June, etc!!!!!"

SHATTERED OF EPSOM

The foregoing should encourage members to contemplate joining the 1985 trip to Le Mans.

A host of people having this sort of fun is not to be missed.



WANTED!

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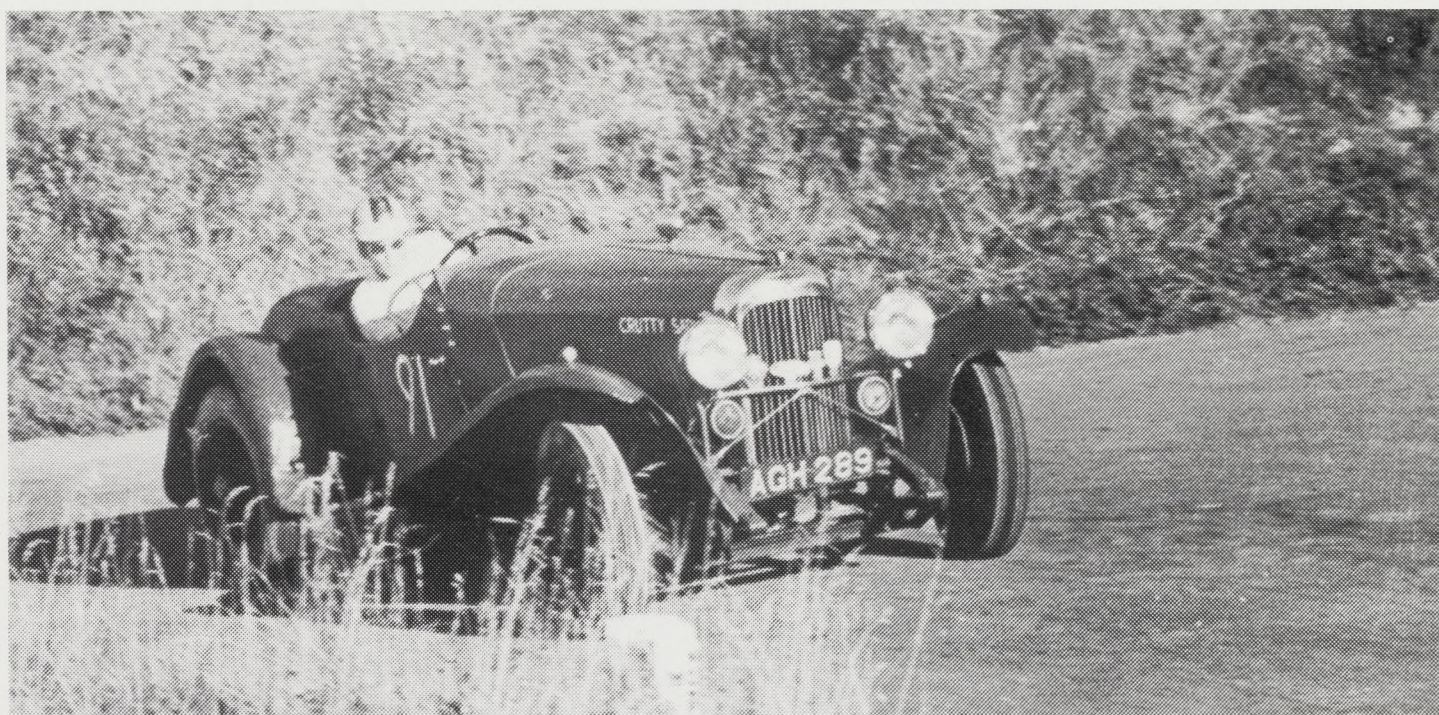
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Ron's Racing Reminiscences.



Ron Gee with the 16/80 'Crutty Sark' at Firle, 1963. Photo: Courtesy of James Brymer.

IT IS 20 YEARS since I took part in Lagonda competition. Maybe I had more time, money and inclination in those days, or perhaps I was not keeping 2 women—the wife and daughter.

I had 2 Lagondas. They were in order of acquisition and seniority, a 1933 16/80 with a Vanden Plas 2 seater DH Coupe Body (AGH 289) and a 1952 2.6 litre DB Saloon (KOY 222). I still have the first car: but not the DB Saloon. This was sold in 1970 and is, I believe, now in Canada.

Surprisingly, at Brands Hatch the older car was the faster of the two. It hugged the road beautifully (occasionally it spun at Druids or on Paddock: but usually it was very controllable on corners) and I managed to lap the Club circuit, which included a much tighter Paddock Bend then, at 1 min 20.4 secs. The car was raced in reasonably standard trim—weight 28 cwt., Alvis "Speed 25" synchromesh gearbox and an expediently modified engine, i.e., bored out to about + 100 thou and compression slightly increased with Rover 10 pistons. It still ran on 2 star petrol. During competition, I kept to a rev-limit of 3600-3800 r.p.m. and only achieved this in the intermediate gears. The maximum speed at both Brands Hatch and Silverstone would have been about 65

m.p.h. At Silverstone the car was credited with a 1 min 42.0 sec lap in 1965. The previous year it had won the BDC handicap and perhaps lapped faster. Unfortunately no times were advised in 1964.

Since 1965, George Purnell in an unsupercharged 2-litre Lagonda has put these times to shame by lapping Silverstone at around 1 min 36 sec mark. Probably George mastered the technique of taking Woodcote from the lefthand side of the road with little or no braking, a technique which I never had the courage to try at Silverstone. However, I believe that the 16/80's lap time at Brands Hatch has not been bettered by a 16/80 or an unsupercharged 2-litre.

"Consumables" on the 16/80 were as follows:—

- a. Tyres. 5.50 × 18 Front British Bergougnan. Rear India, the latter having high hysteresis rubber. Unfortunately neither tyre is currently available.
- b. Brake Linings. Mintex at Croydon offered quick and expert service. The ample brake drums of the 16/80 meant that fade was never a problem for this car.
- c. Shock Absorbers. The car was

fitted with 8 thin-wooden disc alloy Hartford shock absorbers. Whether these were fitted by some fastidious owner in the past, or whether these were supplied as one of the extras that went with a Van den Plas body, is not known to me. Perhaps someone can advise on this point. Various Lagonda specialists have been surprised by these "shockers". One clue came from a man employed pre-war in the Woodhead-Monroe spares organisation, he said that they were competition type. The alloy "shockers" certainly reduce the unsprung weight, and helped reduce axle tramp. They are less robust than the equivalent steel shock absorbers, require more maintenance; and will not always accept such Hartford spare parts as are available.

My first competition event was in the 16/80—an AC/Lagonda Sprint at Brands Hatch. I would have won the Club Handicap Trophy on this first outing except that I went too fast in practice and was re-handicapped. This was a mistake I never made twice. At subsequent events, I always took one bend per lap slowly during practice.

Turning to the 2.6 litre saloon, twenty years of Lagonda development since the 16/80 certainly ensured that this was a magnificent road car. On a trip to Silverstone, it once covered 26 miles on the M1 in 20 minutes. The independent suspension on wheels gave good traction even in snow, good damping and good cornering on the roads of London. However, the extra 20% cornering speed demanded on the track made the car a handfull. Usually it understeered. However, once down on the suspension limit, it would change suddenly to oversteer. At this stage the nearside wheel would be well tucked in beneath the car, causing the maker's name to be worn off the tyre sidewalls; and a lot of stress on the wheel concerned. One of them cracked around the circumference; but fortunately I discovered this before disaster struck.

The 2.6 litre was credited with a 1 min

41.8 sec lap at Silverstone and about 1 min 22 at Brands Hatch. During racing, the rev-limit was kept to 5400 r.p.m. measured by a Smith's electronic tachometer as the car did not have the special camshaft and other fittings for a mechanical tachometer. The engine was standard compression, and had been rebuilt by a garage in Sidcup, who had possibly guessed a non-standard but good camshaft setting. The car was raced at the standard weight including heater, radio and comfortable seats.

"Consumables" and other special items were as follows:

a. A floor-gear change was fitted. This was possible using the equivalent parts available for the DB 3-litre. It made for better gear changing; but rattled a lot, or, if held down firmly with screws, made the gear box noisy.

b. Brake Linings. The recommended Mintex M11 lining faded after 4 laps of Silverstone or one brake application from 90 m.p.h. One solution may have been to convert the car to DB 3-litre specification (harder linings, servo etc.). However a cheaper solution was to ask Mintex for some thermoplastic, non-asbestos brake linings. Under the action of heat, these moulded themselves to the new radius of the brake drum and would give about 11 laps of Silverstone before fade set in.

c. The best tyre combination seemed to be Avon-Turbo-speed on the front and Pirelli Cinturatos on the rear. A set of radials per axle would raise the top speed (in the 90's) by two m.p.h. However radials on the front exacerbated the heavy steering characteristic of this car.

d. Twin fuel pumps. The main reason for these was that a sustained motorway burst of 90+ m.p.h would, run the Carburettors dry. On the way to Silverstone the 2.6 would, for example, cover 26 miles in 20 minutes provided it had twin pumps. Once fitted, the pumps were left on for the races.

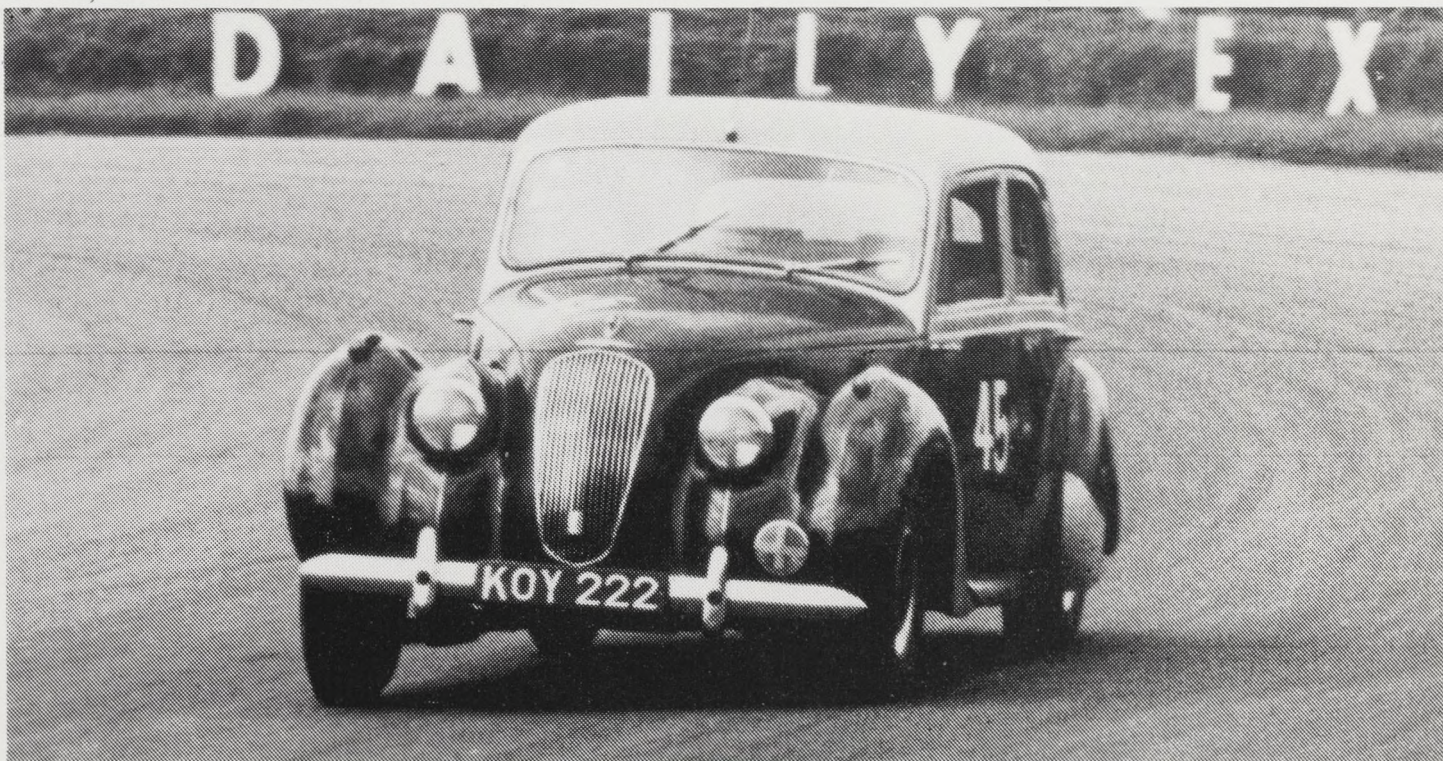
Of course the comodious 2.6 litre and its post war design made the car a strong contender in rallies, although it was best if I navigated and left the driving to a friend. In one glorious November Handicap (starting at Thame, lunching in Birmingham and finishing at Oxford) the car effortlessly led the field till night-fall. Then the dynamo started to play-up; and we lost the headlights. I changed quite a lot of components on the car to improve the charging. Finally a new dynamo-pulley cured the fault. This was the weak link in an otherwise generous system.

The 2.6 once won a class in a driving test (the Northern one). Usually I was an "also-ran" at these as I lacked the finesse of Colin Bugler, Charles Green or Harry Gostling and other club notables who could zig-zag or brake to a stop on a sixpence with effortless ease. However at Sandtoft, the 2.6 litre was fitted with 2 new Pirelli Cinturatos and, with a mere 400 road miles, these were still running on the centre crown of the tyres. By means of judicious use of throttle and steering wheel, the car could be literally rotated about a vertical axis. Thus a 90° turn could be made in an incredibly small distance. Once the car was facing in the required direction, all one had to do was ease the throttle and steering wheel to correct the slide; and then accelerate the car in the

desired new direction. Indeed at one stage, the car was posted as winning the event. However either the Northern Secretary took of his shoes and socks to count up marks over 10; or else the Northerners were not having their best trophies carried south of the Trent/Thames/Cray by some barely understandable Southerners, so at the re-count the car dropped a place or two. (Sorry for the remarks Mr Northern Sec of 196__; but you have had a whale of a time pillorying your Northern friends in the magazine; so I feel that it was time for someone to retalliate). After another 1000 miles wear, the instant rotation process vanished; and with it, the advantage in driving tests.

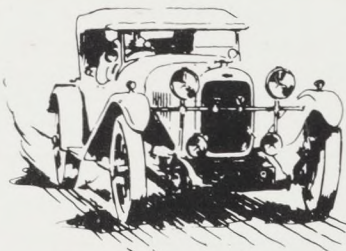
In retrospect, was the competition programme worth it? Yes, I had a lot of fun, exhilaration, occasional fear, and satisfaction. A recent accident (45 mins after closing times) had necessitated the 16/80's steering being rebuilt by Dave Greenwood of Deddington Garage. Dave showed me one of the king-pins ground down and re-bushed by a former specialist the ends have been ground non-concentrically so that the king-pin looked more like a camshaft. To think that I had been circulating Brands and Silverstone on such a king-pin, it is a good job that Lagondas were robustly built.

RON GEE



Gee Ron, look at the roll. The 2.6 Lagonda at Silverstone, 1962.

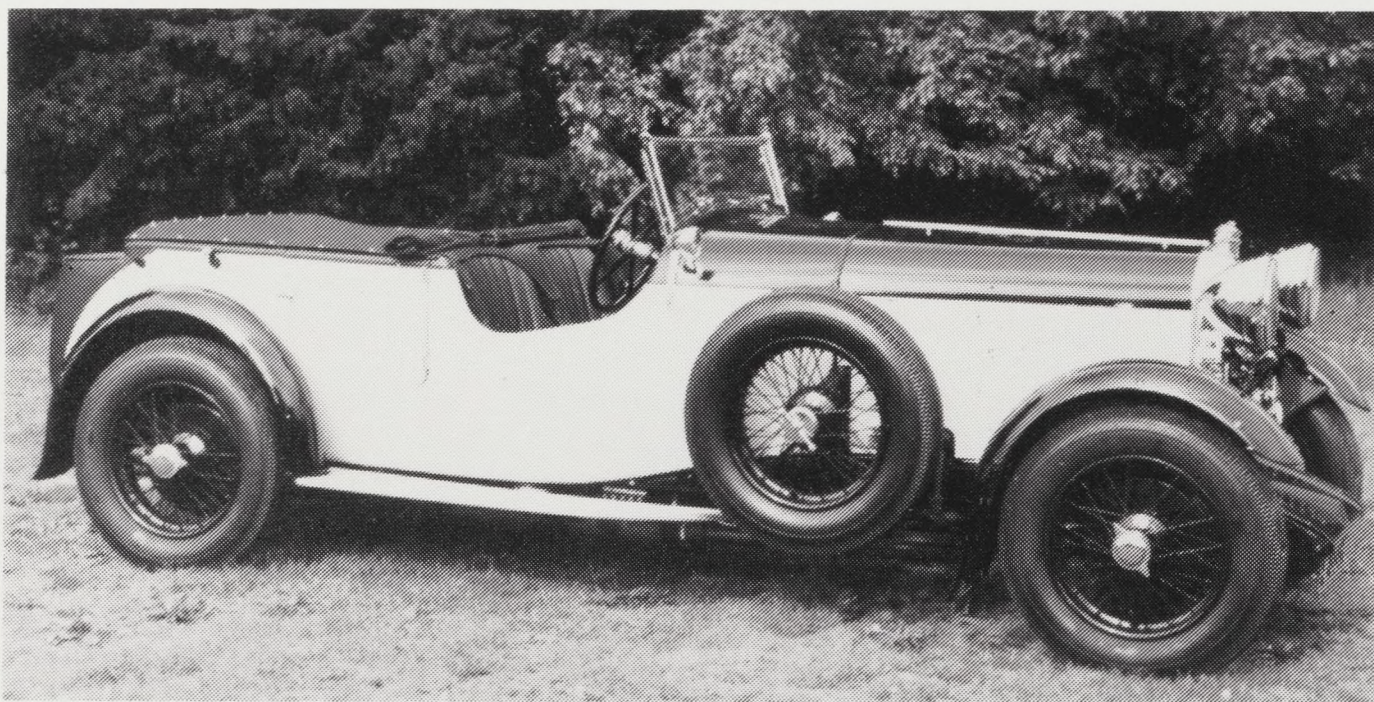
Photo: Courtesy of Harold Barker.



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A 1956 Lagonda.

THE URGENT REQUEST for the Winter Lagonda combined with the paucity of information concerning the D.B. Lagonda has prompted me to risk putting pen to paper in an attempt to encourage and generate interest in this prestigious car.

My attention was drawn to this model when my much travelled God son told me that he had seen a Lagonda for sale in a farm that he had visited. The engine had been extensively overhauled by Aston Services in Dorset in 1975 for £1,100. The rest of the car had, however, failed the M.O.T. because of both brake and body deterioration.

Having had a little experience in restoring/rebuilding/re-designing some six classic cars over twenty year period I thought that the Lagonda would be worth a visit.

When I went to see the car, the day was cold and the rain coming down in buckets. The 1956 Tickford Saloon was in a shed so small that I had to walk sideways around it. In spite of having a torch, visibility was very limited. However, confirmation of the reconditioning of the engine encouraged me to buy the car.

After transporting it home, a more thorough examination confirmed the presence of rust underneath. Undeterred I arranged for a local welder to put things back to normal. He started work but suddenly abandoned it. Subsequent investigation revealed that most of his time and work had consisted of covering the rusty parts which were connected with the body supports and out-riggers.

In spite of this set back I continued working on the brakes and bodywork but I had an unpleasant feeling that I had made a mistake in my purchase. The conviction grew that if I ever managed to complete the restoration, I would only end with a big saloon and a not very attractive one at that.

To cut a long story short, not having a pit and getting fed up of lying on my back under the car, I decided to sell it. In spite of numerous advertisements and a

ridiculously low asking price I had only three callers, none of whom made an offer.

I considered having the car taken away but was reluctant to cast her to the scrap yard with one of W.O. Bentley's masterpieces in first class condition still forming part of it.

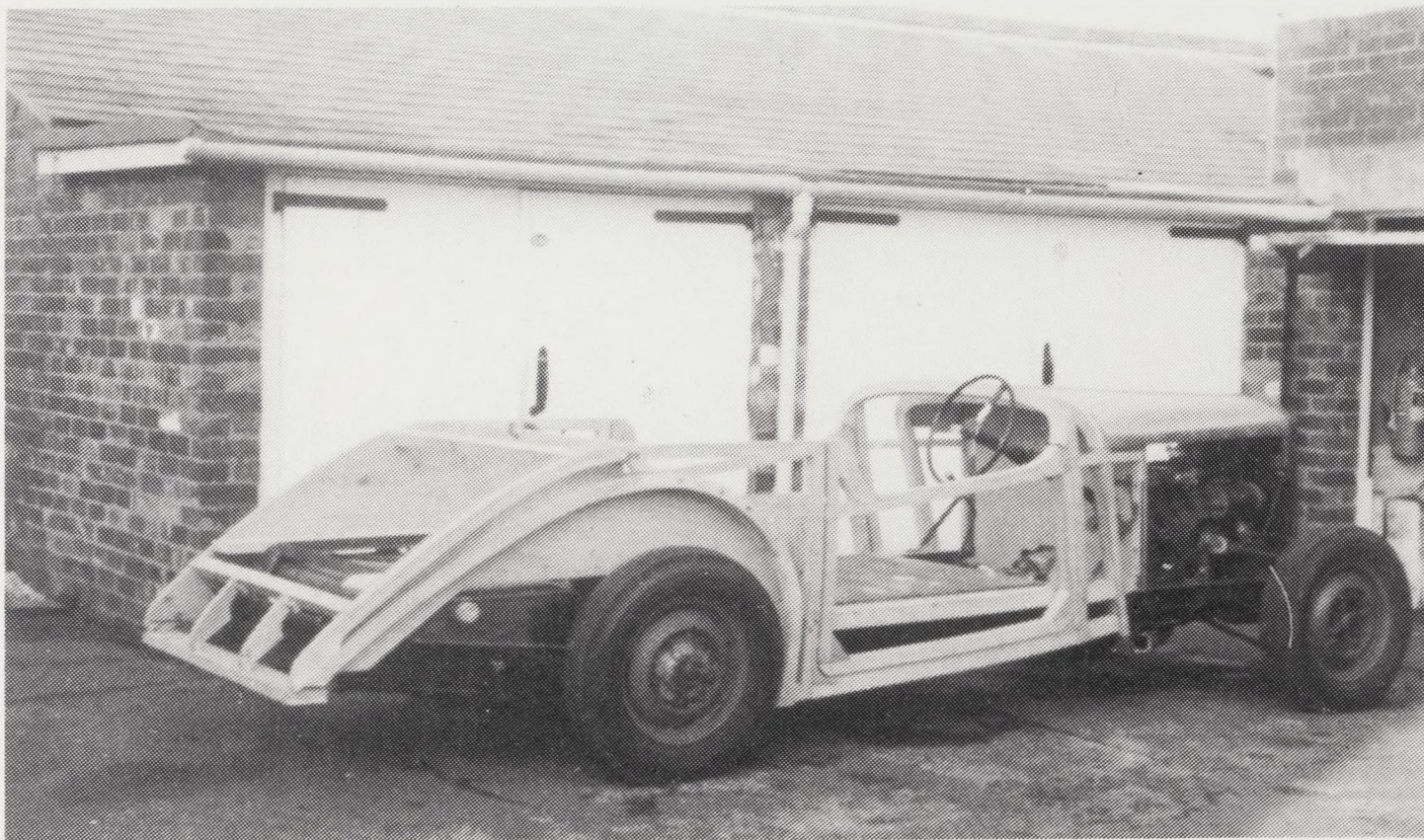
While brooding over the problem I reconstructed two of my previous cars, a Delage and MG TD, where I had removed the old bodies and had Tony Robinson provide me with ash frame kits. Although his firm had changed its name to the Oxford Carriage Co. he put me in touch with Barry Blight who agreed to collect the car and provide me with an ash frame to my design, which he has since done. He also provided a bonnet top.

One of the main problems was the radiator grille. The radiator itself was too wide to fit the original Lagonda version. However it was found that an 'R Type' Bentley grille fitted perfectly, even down to the hole for the starting handle. As the car was originally fitted with an engine designed by Bentley this did not strike me as being too outrageous. (Doubtless purists will castigate me for both the thought and action but this can't be helped.)

When dealing with the brakes I had found that the main problem lay with the servo cylinder, which being aluminium had corroded and prevented the piston from returning once the pedal was depressed.

The chassis had been steam cleaned and is now 'Hammerited' brown velvet which is a tough finish and also a good rust inhibitor/preventative.

The body frame has been assembled and a complete re-wire is in progress, together with covering the ash frame with aluminium panelling. During the work so far carried out I have had a great deal of help from Mr. Dalton of Autospares in Hull, who has been most efficient in sending my many requirements by return of post. I have also been fortunate in acquiring the services of a local panel beater, who must be the last of his breed



The shape of things to come.

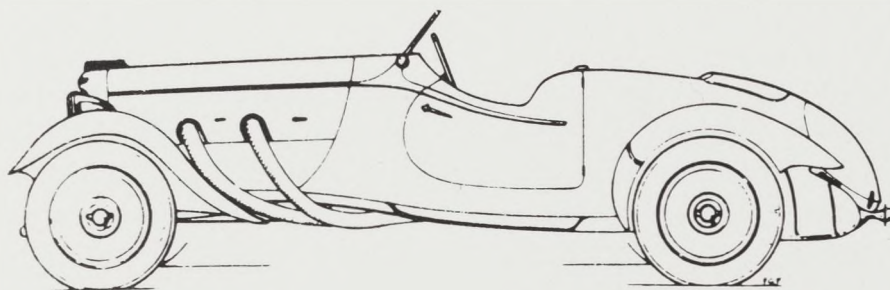
Photo: E. Parry-Jones.

in this neck of the woods.

As work proceeds I will try and keep you informed but I would add that it is a pity that more enthusiasts do not

appreciate the opportunity of acquiring one of the few remaining classic cars which are not exorbitantly expensive.

E. PARRY-JONES



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Later Lagonda Matters.

POST WAR OWNERS please read. When I first started to think about this brief article I intended to write a few curt comments about the so called 'Bone Shaker' section and their lack of support for the Post War fraternity. However, having been involved with the Club a little longer before taking up my pen, I now realise it is not lack of support from the pre-war group at all, but a total lack of interest or enthusiasm from the post war owners themselves.

Instead of vegetating at home, consuming liquid calories, might it not be more stimulating to assume an upright position and attend a few rallies and meetings to make the post war presence felt?

I travelled a considerable distance to attend the recent AGM to discover that only two other post war vehicles and their owner's had bothered to make the journey. It was then that it occurred to me that perhaps the cause for this dismal showing was a severe spares problem preventing dozens of owners from getting

their cars onto the roads at all. If this is the case the sooner we become properly organised the better for all concerned.

On a more positive note, we are—as I am sure you must be aware—going to need to run a technical advice, exchange, spares and information section of our own in the near future.

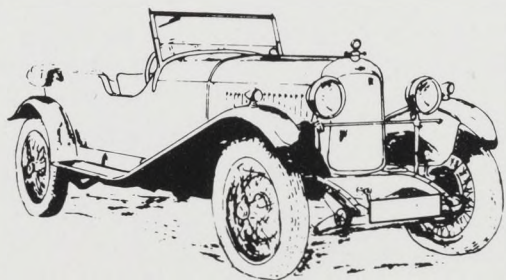
Or could it be that you are lazily and optimistically expecting the 'Bone Shaker' brigade to do this for you as well? Comments, support and positive action, NOW, please.

RAMON TURNER

The Editor can now rest happily in the thought of all the letters and articles flooding in between now and the end of February. (Or maybe he had better just leave the country.)

As Harry Taylor knows nothing about this article, but is a Post War car owner, perhaps you could write to him.

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A Wiring Circuit for 2-litres.

MONDAY. 'GOOD MORNING' I said as I casually wandered into the favourite Midlands 'I'm stuck electrically' haven of help.

'Good morning' he said, confirming my theory.

'Is Brian about?'

'Yes, I'll find him for you'.

So began a good week.

'Good morning Brian, I need some wire, in sufficient quantities and assorted colours, to re-wire the 2-litre, can you help?'

'Yes' he said 'bring in the old harness and we'll make one up for you'.

'But' . . . I protested. 'I don't think there is' . . .

'No' he said, not allowing me to finish 'just pop it in and we'll do the Aladdin for you'.

'Tomorrow?' I said.

Tomorrow turned into Thursday. The intervening period being spent undoing silly BA nuts, bolts and screws, tying on identification tags informing me what went where, pulling the old wires through holes that would not accomodate the tags,

thus undoing the first part of the supposedly simple task.

'Good morning' I said.

'Good morning' said Brian, 'Is that it? Open the bag then and let's have a look.'

'Yes, but I can't see it being much help' I said.

'It hasn't helped me so far'.

'AaHHH' screamed Brian.

'Well you said' I interjected before he had recovered.

'It's bell wire' he protested.

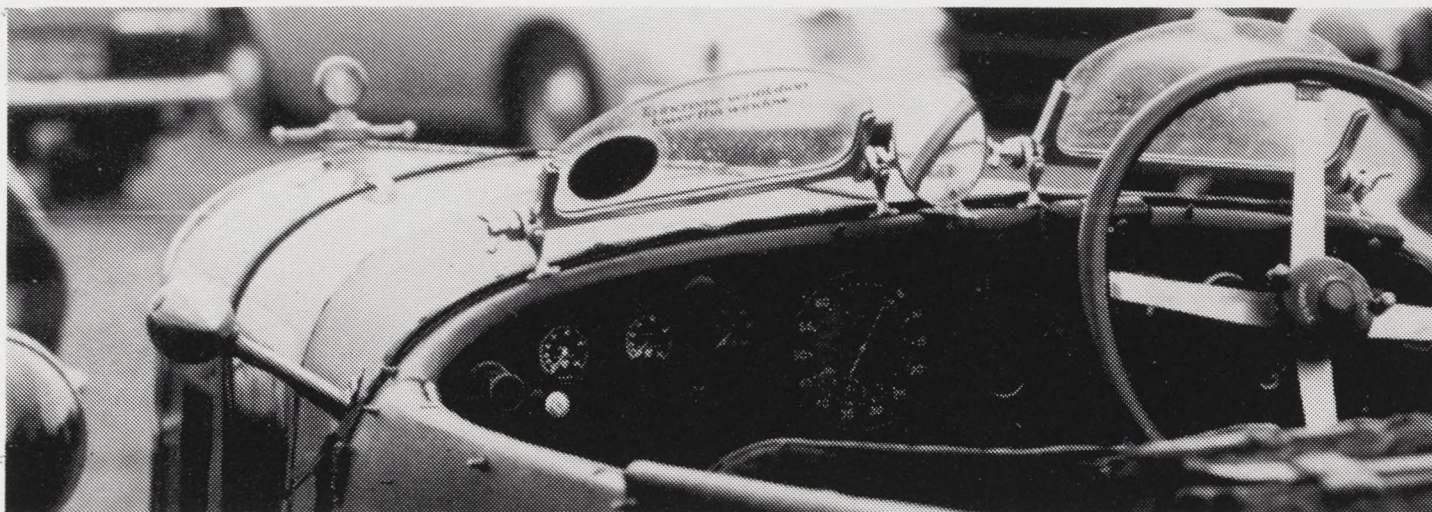
'I didn't think it would be much help' I said. 'Can I pick it up tomorrow?'

The response was a very curt 'NO'. 'Give me a week.'

Being a forgiving sort of person, I did.

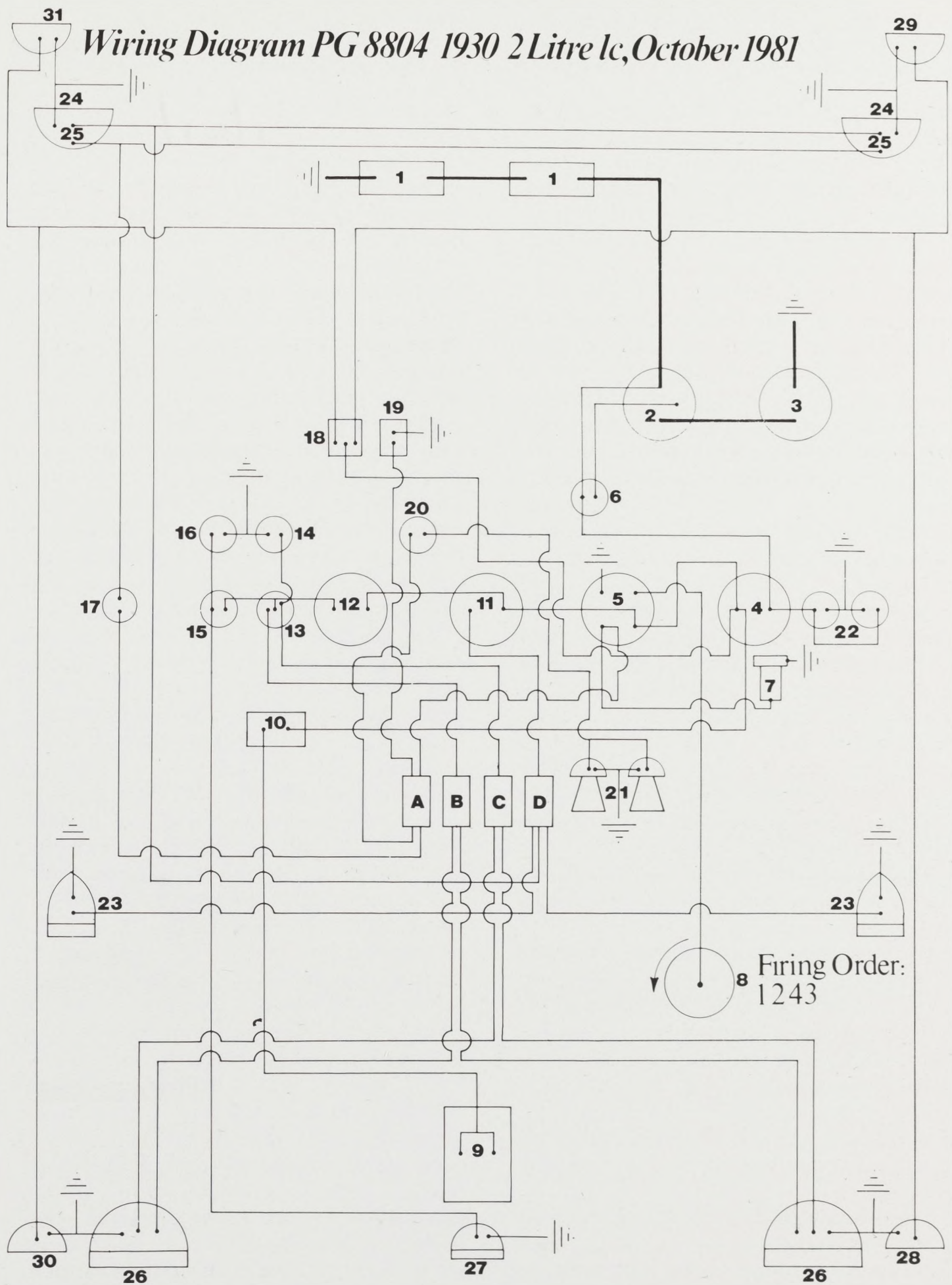
'£9' said Brian handing over a collection of wire in assorted shapes and sizes, in sufficient quantities to satisfy the demands of NATO.

As the resultant work has not yet caught fire, or even blown a fuse, the accompanying diagram may be of help, if you are in the same predicament.



- | | | |
|---------------------------|-------------------------------|----------------------------|
| 1 Battery (12v) (2 x 6v) | 14 Main Beam Warning Light | 27 Spot Lamp |
| 2 Solenoid | 15 Spot Lamp Switch | 28 NS Front Indicator Lamp |
| 3 Starter Motor | 16 Spot Lamp Warning Light | 29 NS Rear Indicator Lamp |
| 4 Ameter | 17 Brake Light Switch | 30 OS Front indicator Lamp |
| 5 Ignition Switch | 18 Direction Indicator Switch | 31 OS Rear Indicator Lamp |
| 6 Starter Button | 19 Screen Wiper Motor | FUSE 'A' |
| 7 Petrol Pump | 20 Horn Push Button | Wiper Motor, Brake Lamps |
| 8 Magneto | 21 Horns | FUSE 'B' |
| 9 Dynamo | 22 Dashboard Lamps | Head Lamp Dip Beam |
| 10 Control Box | 23 Front Side Lamps | FUSE 'C' |
| 11 Side/Tail Light Switch | 24 Rear Lamps | Head Lamp Main Beam |
| 12 Head Lamp Switch | 25 Brake Warning Lamps | FUSE 'D' |
| 13 Head Lamp Dip Switch | 26 Head Lamps | Side Lamps, Front & Rear |

Wiring Diagram PG 8804 1930 2 Litre lc, October 1981



Hull & East Riding Members' History.

50 YEARS AGO it was a great vintage year, 1934.

The M45 and the Lagonda Rapier both became available. The Lagonda Car Club held its first annual dinner. The Vintage Sports-Car Club began. And Henry Coates bought his first Lagonda.

He moved into the Hull area during the war. There had been Lagonda interest here before that, as evidenced by the number of local registration numbers allocated to new Lagondas. During my Grammar School days in the thirties I often saw WF 725 and BLT 800 (or was it 600?) about the city centre. Then when I brought home my first Lagonda in 1959 a near neighbour, genteel Mr Neal, immediately said, "You are lucky to have a 4½ Lagonda . . . splendid cars . . . they really go. But very heavy on tyres. I used to work with Dr Diamond and he had big Lags one after another. We often went up to the middle of Scotland in one day, and that was before the war." The good doctor was killed on duty when Hull's ARP Headquarters received a direct hit during a severe blitz. His car was presumably destroyed too. His daughter Tessa lived on and became well known for her BBC serials.

Throughout the war interest in cars was mainly academic. Once it was over, Henry was quickly into competition motoring with his 2-litre, and his enthusiasm became infectious. Another local owner was Geoff Remfrey, who recently interrupted his retirement to recall three beautiful Lagondas he had one after another, two LG45 dropheads DXV 167 and FPA 521, and LG 6 drophead GPD 558. Even now, all are believed extant. Remfrey competed in tests and the odd event at Silverstone over the years.

Our own Lagonda Club was not formed until 1950, so in a way it is younger than the local enthusiasm sired by Henry to develop into HERMES. Henry was a founder member and first Northern Sec. Not only did he start local pubmeets but he was a frequent attender at meetings throughout his wide domain. Locally the

meeting settled down at the Red Lion, Holme-on-Spalding-Moor, roughly equidistant from Hull, Leeds, and Doncaster. "It means everyone can have a good ride to get there, and an even better one back!" This lasted until the Suez Crisis when petrol was so short and the locals were deployed to Skidby on Hull's western approaches. They remained there for 7½ years, only leaving when genial George Duncan, mine host, began his retirement. After a staging-post in Beverley they continued eastwards to Skirlaugh, where they stayed for over ten years, and only three miles from Henry's farm at Swine. Their last change was in 1976 when they moved west to Cave Castle, once again more convenient for visitors coming from the Doncaster-Leeds-York area, and offering the best car parking ever.

But enough of places. Pubmeets are about people, and their proper cars. When Roy Paterson first went to the Red Lion in 1954, besides the omnipresent Henry Coates there were regulars Jack & Peter Allinson, Ken & Colin Pape, Maurice Copley (who was offered Henry's 2-litre for his honeymoon tour, and took it), Jack Foster, Wilf Oldroyd, Gerry Richardson, Mr Sibson, and Doctors Rider and Cree, and always supplemented by friends in other makes amongst whom Mark Hollis is noteworthy as winner of the main BDC Annual Trophy at that time. Lagonda owners in Skidby days welcomed newer members John Beardow, Peter Bilton, John S. Broadbank, Don Hoggard, Ian North, Ken Painter, Vic Wiltshire, and Ken Winder. Occasionally Jack Taylor came along, and Bryan and Betty Randles once came over with one of their film shows. Entirely due to Henry's VSCC chum, Charles Batte, Tom Goodman once visited us in BPK 203, the team car. At Skirlaugh we've had the Townsley's once or twice, Ken Painter organised his RAF duties to include Skirlaugh visits after he was posted miles away, and Martin Holloway once brought MV 4034 over. However, since moving to Cave Castle with easily the

safest car park, whilst the meetings are still well attended it is a sad fact that the number of actual Lagonda owners has dwindled down to regulars Dennis Clarke, Hoggard, Pape, and Paterson all paid up, North and Taylor hovering around and also paid up. Jack Allison, Henry Coates, John Broadbank, and John Beardow all died quite suddenly. The remainder carry

on doing their best to maintain the marque.

Finally, it is hoped that other members of the Lagonda Club may find interest in the following lists of Lagondas with local connections in Hull and the East Riding. Added initials denote owners—and show that car-swapping has happened. Further information would be appreciated. The list is not guaranteed to be complete!

Local Registrations

AT 1	ABT 508
GAT 173	BBT 335
	SBT 2
	LBT 74—Hy C

AKH 457
AKH 883—JLB
WF 725

WF 7190
EWf 99—KSP
KWF 195

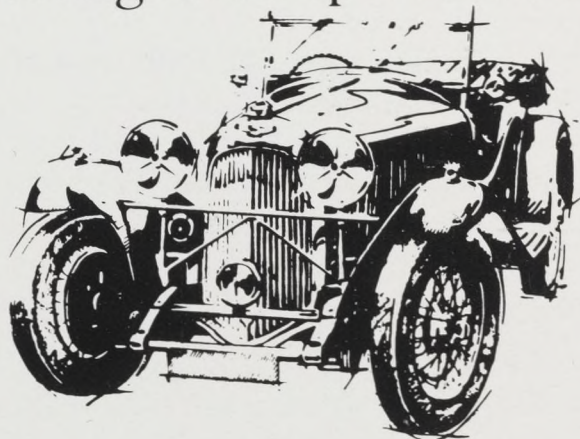
Hull and East Riding Members' Registrations

BR 9142—KW—KPPtr	WS 4764—KSP—(WRH)	BPL 101—Doc R
DE 444—MC—CP	WS 5888—DIH	CKY 520—Hy C—JSB
GF 1954—Hy C—JA (MC h'moon)	AAR 84—GWR	CPC 743—Doc C
GG 9134—Hy C	AAW 773—HyC—Another— RP—HY C—DIH	CUF 1—JT
KY 4343—IDN	AFG 571—KPPtr	CYO 4—IDN
MG 6327—Hy C	AHN 730—KPPtr	DGF 24—Doc R
OG 6600—WAO	AOJ 393—DIH	DGJ 500—Hy C
PL 7938—CP	ABG 798—DIH	EYX 2—KW
PN 8750—DSC	BKU 999—WAO	MWJ 601—JLB
RP 1951—RP	BLC 6—JA—Hy C—JSB	SMA 570—PFB
	BMB 813—(Peter A)—RP	Unregistered
	BPK 743—Hy C	Special—Vic W

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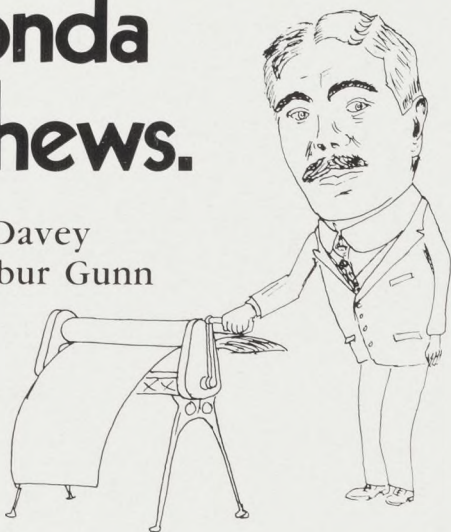
(Proprietors: D.N. & B.M. Greenwood)

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Lagonda Clerihews.

by Arnold Davey
No. 2—Wilbur Gunn



Wilbur Gunn
Made the eleven point one
Out of tinned sheet and angle
He shaped in a mangle.
(Drawing by Arnold Davey)

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pro rata.

The 1984 AGM at

“Who’ll write it up then?” they said
Everyone looked at the floor.
Don’t know why *I* got the job—
After this, they’ll not ask any more.

Friday it rained fit to bust;
Saturday dawned dull and breezier.
A new venue this year, nearer the Pole—
For the northerners life should be easier.

Nice to see two of the Team Cars
Splendidly there on display
Along with 56 other Lagondas
All helping to make a good day.

We welcomed some USA members
Who’d come to our AGM.
We hope they’ll take happy memories
Back to America with them.

Business was brisk with T-shirt sales
As it was with ties and things.
Gearbox parts and engine bits
Went, along with varous springs.

Time for lunch, with nosh and nattering
And looking at all the cars.
Into the meeting at 3 o’clock—
Come on! Out of those bars!

Meeting conducted as meeting should be,
With questions and answers and votes.
Accounts gone through and people elected
And someone taking the notes.

We then wandered off to have tea
And meet up with more friends.
Then it’s on with the coats and the hoods
and the scarves
As another Lagonda Day ends.

To the Kulgoskes and Jacobsens we wished
au revoir
And hope they enjoyed their stay here.
Perhaps, along with everyone else,
We will all meet again, next year.

WENDY DAVEY

West Lodge Hotel.



General assembly at the AGM showing the variety of models present.

Photo: Michael Jones.



T. Wadsworth's 2-litre at the AGM. Note the neat trunk on the rear end.

Photo: Michael Jones.

Northern Notes.

THE LAGONDA GARAGE has been quite active this year. Apart from work on the LG45 Rapides of Roy Hatfield and Coys of Kensington, we have recently commenced work on a complete restoration of Simon Carrel's recently acquired 'barn-conditioned' model. This is a car previously unknown to the Club, leaving only one other yet to be discovered to complete the records of the 25 originally constructed.

We have just completed restoration on my 1936 Riley Imp and work progresses on an SS100, 3½-litre Bentley, Speed 25 Alvis, RR Phantom I Tourer, Lagonda V12, Lagonda M45 and a RR Phantom III Sedan de Ville.

Amidst all this chaos, Lagonda Club members occupying the same premises are also hard at work. David Hine with his M45 saloon and Nigel Hall with his racing 4½. Nigel has, incidentally, just finished a replica LG45 Rapide which I notice is listed in the Lagonda Club and VSCC Registers as being 'the real thing'.

Clifford Walmsley, meanwhile, presses on with his special bodied 4½ for competition.

Earlier this year ('84), I managed to get AEL 30, Clifford's M45 saloon, back on the road after an extensive restoration. What a super car is the M45 saloon, not much heavier than the open version and great fun to drive. How sad therefore, that most saloons (and the later LG45 models) have been either broken up or converted into open racers. Mind you the restoration cost could probably have something to do with this.

The Northern Season kicked off with the Northern Dinner, which in truth isn't really a Northern Dinner at all—we get more members from London than Manchester, Leeds or Sheffield. This was the usual huge success, with over eighty highly polished or newly restored members sitting down to dinner.

Among the proper cars in the car park we observed Ted Townsley's LG45 Tourer, David Hine's M45 Tourer, Alec

Downie's superbly restored LG45 Rapide, John Batt's 2-litre, Jeff Ody's 3-litre Saloon, Roy Hatfield's lovely LG45, (Stanley Mann's Speed Six Bentley), Dennis Clark's 2-litre and my centrally heated M45 Saloon.

In early June, Roy and Margaret Hatfield invited Club members to their home for a Barbeque, picking the only day in the summer of '84 when it actually rained. Roger and Beryl Firth took advantage of the foul weather to beg a lift in the saloon, the stiff suspension of which had a disastrous effect on their internal organs, requiring the windows to be open for most of the run to Sheffield.

I have to admit that I had reservations about entering the 'Peoples Republic of S. Yorkshire' at this time but was consoled in the knowledge that I would be in a 'nuclear free zone'!!! Roy's place was certainly a delightful oasis of hospitality. Members present included the Hoares, the Fosters, Ken Pape, the Patersons, the Townsleys and the Halls. If I have left anybody out I am sorry. Thanks to Roy and Margaret for a super day.

A week later we had the VSCC race meeting at Oulton Park, in delightful weather, with far too many Lagonda People present to be able to mention them all, with on top of all this, more Lagondas entered than any other make, not surprisingly a number featured in the final results. Notably Ted Townsley who gained a Second in the Elegance section. Mind you, when a certain Mr. Parker enters his 30/98 'E' Type Vauxhall Wensum nobody else has much of a chance—a quite remarkable combination of elegance and condition which is almost impossible to beat.

On July 7th we had our Northern Driving Tests, which we decided to hold despite the fact that they 'clashed' with the VSCC Jubilee Celebrations.

Happily enough we had almost as many entrants, including Paul Watts with his 2-litre from Reigate and 'Brando' Squire all the way from Fife, Scotland with his M45.

Of the more local members we admired Colin Heaton's quite magnificent 2 seater M45 (featured on Page 53 in the Frostick Aston Martin Lagonda book). This is certainly the finest rebuild of a 4½ Lagonda that I have ever seen.

The meeting followed the usual pattern. Too many lunch-time drinks followed by rushing vaguely round pylons and things, organised by 'Compo' Brown who kept the action going and enabling the proceedings to finish on time thus allowing us to sink gratefully back into the 'Public' at the Wheatsheaf. A good day.

GENERAL. We decided to cancel the Sunday lunch-time Pub Meeting near Oldham due to lack of support, which is a bit sad. An attempt will however be made to get an evening event started somewhere within the area. In the meantime if you wish to talk Lagonda and have a drink afterwards you could always visit the 'Factory' in Oldham any Tuesday evening.

It was useful to receive the new Membership Register, even if a fair percentage of members don't even bother to send in details of their car(s). Of those who do, perhaps it would help accurate records to be kept if cars with replica or non-original bodies could be listed as such. I am guilty of this myself as one of my cars is listed as an LG45 Tourer instead of an LG45 with replica Team type coachwork. Equally, might it not be a good idea for those of us listing cars which are in effect, a collection of spare parts to have them noted as such?

LG45 Rapide

Interest is still being shown in the article featuring these cars in the Magazine. Herewith an up-dated list of all known surviving examples. One car was crashed

and written-off many years ago, which leaves only one more car to be rediscovered. It is believed that it still exists and will hopefully come to light shortly.

The present Rapide situation:

1	12141R Roy	USA	
2	12142R Davenport	UK	CAR 733 Monte Carlo car
3	12143R Holland	USA	BMN 3
4	12144R Overy	UK	AGE 730 Scarlet Woman
5	12169R Gentilli	UK	DXU 163
6	12170R Gilbey	UK	EPH 716
7	12171R Faulkner	USA	DLK 505
8	12172R Ex-Coys, Now in	USA?	DXA 960
9	12173R Dodd	UK	FPB 198
10	12201R Trojan Ltd.	UK	FPC 452
11	12202R Dale	Canada	?
12	12203R Taylor	UK	EP 97
13	12204R Peerless	UK	FYW 998
14	? Duce	UK	FPJ 3
15	12205R Chilberg	USA	?
16	12230R ?	UK	MG 12230
17	12235R Firth	UK	BYG 7
18	12245R Mitchell	UK	EPJ 199
19	12246R Chilberg	USA	
	Ex-Clark Gable,		chassis only
20	12247R Hatfield	UK	GPA 41
21	12266R Downie	UK	GPD 117
22	12267R Carrel	USA/UK/Australia	
23	12277R Schofield	UK	GPD 939 Last LG45 manufactured HERB SCHOFIELD

MAGAZINE CONTRIBUTIONS BY:

SPRING:

28th February

SUMMER:

30th May

AUTUMN:

30th August

WINTER:

30th November



Motor 100-or is it 99?



*The world's first car sales brochure.
Courtesy of R. P. F. Hare.*

1985 WILL BE THE YEAR for a great British Motor Car Centenary Jamboree—why? There was no motorcars around in 1885. That year the British public was exercised chiefly by the death of General Gordon at Khartoum.

Historically the first “automobile” (sic) was that of Francesco di Giorgio Martini, a contemporary of Leonardo da Vinci; but it was propelled by four men. Leonardo himself drew an absurd spring-driven car in 1483. Nearly 200 years later a Belgian Jesuit, Father Ferdinand Verbiest, Astronomer in Peking to the young Emperor Kang Hi, first used the word “moteur” for his self-propelled toy carriage. It was about two feet long, driven by a simple steam turbine and could run round for an hour without attention.

Another 100 years on Joseph Cugnot built his famous steam “fardier” or artillery lorry, first as a model two fifths

full size. This model eventually travelled half a mile at two to three miles an hour with a small load. It then had to stop for a quarter of an hour while steam pressure built up again. The full-size “fardier” of 1771, although an interesting piece of machinery, beautifully made at enormous cost to the State, never actually moved at all. Neglected for thirty years in the arsenal, it then went to the Arts et Metiers Paris and is now with their early engines in the former Chapel of Saint Martin. At least it was the first man-sized, self-propelled vehicle.

Internal combustion engines, after unsuccessful attempts by Christiaan Huygens with gunpowder, were not employed usefully until Etienne Lenoir patented his gas engine in 1860. It only ran at 100 revolutions a minute. His motor wagon was the first to use petroleum spirit but it consumed 30 gallons of cooling water every hour. Nikolaus Otto bought a Lenoir engine, improved it and patented in 1876 the four stroke “silent” principle we mostly use today.

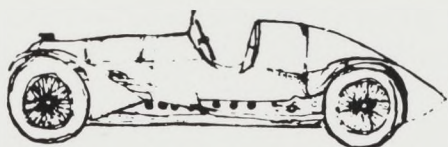
In Vienna lived Siegfried Markus, eccentric inventor of various types of lighting apparatus. He tried to make gas lighting available in remote dwellings by his “carbureteur” of petroleum spirit. About 1875 he put his crude engine in a small hand cart, removing the rear wheels and substituting the two flywheels of his engine. Only poor illustrations of this strange device remain. So much for Austria.

Italy and France also claim the first motor car and celebrate their centenary in 1984. Enrico Bernardi's car was a child-size toy with tiny engine. That of Edouard Delamare-Deboutteville was a wooden cart with motor drive by bicycle chain. Only a fanciful reconstruction remains. Neither was ever practical or saleable although Bernardi had a tricycle on sale by 1896.

Early in the morning of 3rd July 1886 Carl Benz drove his first car on the

Ringstrasse, Mannheim. The Neue Badische Landeszeitung reported having seen it in the workshop yard in June 1886. It had three wheels because he disliked the swivelling front axle of horsedrawn carriages. Five years later his first four-wheeler appeared with Ackerman (or Lenckensperger) steering roughly as on modern cars. Steering was rack and pinion operated and a differential gear controlled rear driving wheels.

Benz' 1886 car was completely designed as a motor car "conceived as a peasant's wagon and suitable for commercial travellers" not a motorised cart. It is in the Deutsches Museum Munich. Replicas were sold to the public and an 1888 model is in our Science Museum London. Early one August day of that year Berthe Benz and her two young sons set off without father's knowledge to visit grandma in Pforzheim. For the first lady motorist the drive of more than sixty miles took all day. They



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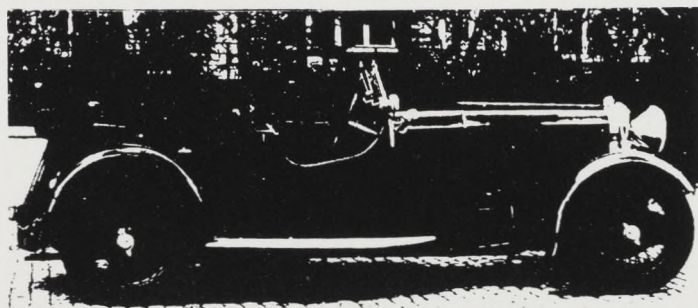
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Evenings — Weekends



had to go round steep hills but persuaded father to incorporate a low speed drive for hill climbing on their return.

During these years Gottlieb Daimler and Wilhelm Maybach were independently making engines a few miles away. Their design smaller, running faster and more efficiently was made for general use in tramcars, boats, even airships. To allay public fears of the "explosion engine" his 1886 boat on the Neckar had wires strung round on insulators giving the impression of electrical powered installation. By 1890 Peugeot and Panhard Levassor obtained licences to build Daimler engines in France. Complete Daimler cars were on sale from 1895.

The President of F.I.V.A. (International Federation of Vintage and Veteran Car Clubs) has written to clubs reminding them of the agreement years ago that 1986 would be celebrated with activities to mark "100 Years of the Car" and appealing to us to observe the anniversary we have all accepted, namely 1986.

A.S.C. Präsidium "mit herzlichen Schnauferlgrüssen" tells us that the rally "100 Jahre Automobil" starts from Mannheim (where Benz worked) on 2nd June 1986 ending at Stuttgart (Daimler lived and worked at Cannstatt on the outskirts of Stuttgart) on 8th June 1986. It is likely to be a big event for enthusiasts rather than some giant bunfight for the benefit of the motor trade.

Brief Specification of Auto No. 1 Engine

Bore 91.4 mm Stroke 150 mm 985 cm³
Compression ratio 2.68

Max. power 0.89 H.P. at 400 revs. min⁻¹

Max. engine speed 500 revs. min⁻¹

Min. engine speed 230 revs. min⁻¹

Fuel consumption 0.27 gallons per H.P.
hour⁻¹ at 315 r.p.m. (roughly 25 miles
per gallon)

Weight 240 lbs.

Vehicle

Weight 5 ¼ cwts.

Max. speed 8 miles per hour

(Benz himself claimed 10 m.p.h. Motor car
salesmen haven't changed.)

R. P. F. HARE

1984 New Forest Rally Tour.

THE NEW FOREST is always delectable and the Lagonda Rally in June was yet again a very successful event. It was organised this time by last year's winner, Peter Whenman, who somehow found time inbetween running the 2-litre spares scheme.

The start was at the usual venue, now renamed the New Forest Moat House. After morning coffee, the route wound its way through the most picturesque parts of the forest. Thirty questions of varying severity to tax the brain had to be answered. Most questions had a motoring flavour and it is surprising how many obscure notices in the wilds of the countryside can be construed to have motoring connotations.

In addition to the road sections, Peter had cunningly devised various special tests ranging from darts to feely-bags—identifying various small Lagonda parts by touch alone. The route eventually finished at the Alice Lisle Inn, an exceedingly pleasant lunchtime spot at which to sup ale and picnic on the greensward in the June sunshine.

The winner turned out to be Dick Sage in his well know 16/80, ably navigated by Pat Sage and the Catchpoles. The ladies prize went to Nora Evans, also in a 16/80. Other entries included the heavy brigade represented by the M45's of R. Cooke and R. Bush, Alec Downie's LG45 Rapide and Phil Erhardt's superb V-12 Le Mans replica. Two litre cars included the high chassis models of Peter Jones, Derek Green and David Ayres. David made a supreme effort having completely rebuilt his engine in the three days immediately prior to the event. The unfortunate Tim Wakeley in his blown 2-litre was beset by punctures on the way down to the start and he eventually decided to turn back—better luck next time. The indefatigable Paul Watt in the 2-litre special was navigated by his brother and my own solitary low chassis 2-litre completed the entry list.

We look forward to the 1985 event which in accordance with the Lagonda Club tradition is scheduled to be organised by the 1984 winner.

ALAN ELLIOTT

D.B. 3-litre Carbs.

WITH S.U. CARBURETTORS, starting trouble can be attributed to the piston. The piston rises under the influence of suction as the air rushes into the inlet manifold during the induction stroke. It follows, therefore, that any resistance to the piston movement will impair performance of the carburettor.

N.B. Dismantling of the dash pots with the carbs. insitu will not upset the balance of the two units.

With the air cleaners/silencer removed, (where the air silencer is fitted also remove the carburettor—silencer connector to expose the individual carburettor intakes). Place the forefinger into the orifice, locate

the piston and raise it. When released it should, if functioning correctly, fall under its own weight—a slight tap being heard as it touches bottom. If it doesn't, remove the three screws holding the dash pot and remove same exposing the piston. Remove the piston by lifting vertically drawing needle out of the jet. Check the needle for any obvious damage. Clean off any carbon build up on the barrel of the piston with metal polish. If particularly stubborn use 1200 wet and dry and soap and then polish. Thirdly, invert the piston, emptying any oil in the dash pot.

Whilst both carbs are in this condition, check the respective jet heights. If there is an apparent difference, ensure that the jet levers (operated by the choke control)

are in the fully off position—do not adjust jets at this point.

Switch on the ignition thus allowing the petrol pumps to operate and check the petrol level by looking directly down the jet orifice. If petrol overflows into the manifold then the level in the float chamber is too high. Bend the fork in the float chamber slightly downward to lower the level and upward to raise it. Re-assemble the float chambers and replace the pistons, carefully locating the needles in the jets. Remove the hexagonal brass nut complete with damper and replace the carb. body, not forgetting the spring.

Screw down, add a few drops of *thin* oil to the dash pot and replace damper. Test for smooth action of piston as described previously.

With the engine running, the amount of air entering each carb. should be equal and can be checked if one has the appropriate instrument. Adjustment is made on the connecting rod between the carbs.

The final jet adjustment can be achieved quite easily with the aid of a 'Colour Tune'.

Check the method of jet adjustment as this is not identical on all models.

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1984 Events Summary.

1984 WAS ONE OF THE BEST YEARS for some time, as there was tremendous Lagonda activity all around the country.

There were 36 Events organised by, or associated with, the Club, including those VSCC Events, which traditionally attracted a number of our Members.

In February, there was the Mendip Rally where John Harris, in the LG45, took a 3rd Class Award.

In April, the Northern Dinner and Annual Prizegiving at Monk Fryston was a sell out. The VSCC Silverstone Meeting saw plenty of activity but no Awards for

our Members on the track. The Event was sponsored by Hewgate Construction and Member, Geoff Gates, was able to assist with permission for us to organise a Lagonda Display. This was a great success with 10 selected cars being invited and no fewer than 22 joining in on the day!

In May, The Champagne Rally to Rheims was well supported with Alec Downie the prime-mover.

In the Nidderdale Rally, John Harris again won a 3rd Class Award. The Donnington Park Race Meeting followed, as did various Socials and the usual Oulton Park Race Meeting, where our cars were again well to the fore, with Ted Townsley's lovely LG 45 taking a 3rd place in the Concours d'Elegance and G. Hamilton a 2nd with his 2-litre Speed Model in the Concours d'Etat.

It was good to see James Crocker with a 3rd in his new Lagonda/AC Rapier, looking very much like a miniature ERA, and John MacDonald a 4th in his Rapier, not forgetting Brian Fidler taking a win in the ex Elliott Elder 1500cc Racing Rapier Special, previously driven by our former Chairman, Jon Abson.

In June, we also had the Rally Tour in the Hants/Dorset area, which was won by Dick Sage who, according to the Rules, will now organise the 1985 Event!

With July came the very successful and extremely well supported VSCC Jubilee series of Events over 5 days and Lagondas were, perhaps the most numerous vehicles around. The Mix of Event activity seemed to appeal to many Members, especially those with perhaps less "press on" cars.

A quick resume of the results indicates nine Members took awards, the premier being:-

John Harris Jubilee Rally Winner.

Derek Green 2-litre Concours Award.

John Ryder 3-litre Concours Award.

James Crocker A place in the Silverstone Driving Test.

James Woolward Driving Test Award at Malvern.

The Shelsey Car Park on the Sunday saw many Lagondas, perhaps more than I have ever before seen in a public car park. It was also nice to meet Gordon Preece once

again, an ex Committee Member, with his recently rebuilt low chassis 2-litre looking absolutely splendid.

Unfortunately, our regular Sandtoft Meeting—the Northern Gymkhana—"clashed" on 7 July with the aforementioned Jubilee, however, a conscious decision had been made to retain this traditional date and I am pleased to report, although entries were slightly down, the Meeting was a success.

The Club also gave the Rapier Register support during their Jubilee activities, both at the AML Factory visit and the Reunion for the relaunch of the car at Great Fosters.

Also in July, we ran the usual Hartley Wintney Rally—again a lighthearted affair, won by Alec Downie, to be held again this year.

At BDC Silverstone, in August, five Lagondas participated with David Crow taking the Lagonda race in his V12 Le Mans replica and Colin Bugler, a splendid second in the LG 45. Richard Wills came third in the M45 whilst Alan Elliott, 2-litre and Alistair Barker, V12 Le Mans replica, both had good races but were out handicapped.

The VSCC Prescott Hill Climb was supported by six Members. Unfortunately, Bernie Jacobson with the Rapier from Australia, was unable to get the car to the line, probably because it was feeling rather tired after all the rushing around for various activities over the previous month but we did see James Woollard, Richard Seabrook and Robin Colquhoun all in 2-litres and, of course, Dick Sage with his 16/80 making his annual pilgrimage, but this time unable to challenge Alan Elliott who was elsewhere.

For some reason, this event is never very popular with the big cars, but it was nice to see Colin Bugler with the LG 45 having fun.

The Shuttleworth Social in August was a fantastic affair. Jim Bradshaw from Cambridge reported that 25% of the cars present were Lagondas!

Cadwell Park in Lincolnshire again saw John Harris successful with a win in the LG 45, taking him to 2nd place in the Annual Pace Petroleum Sports Car Trophy. (A wonderful season indeed and, perhaps, his

prize money will help with the winter rebuild!)

John Stoneman ran a successful Eastern Barbecue for local Members in the Cambridge/Ely area and, perhaps, this event can be developed for wider support next year.

This brought us to the AGM and I am pleased to have noted 54 Lagondas of all types, and additional support from an Invicta, a Riley, two Bentleys plus the well known Crossley of Stephen Weld.

The Northern Lakeland Weekend was held in November, organised by Herb Schofield around the VSCC Trial, and the new style London Film Show in December.

In December Hull and East Riding Members finished off their year with the Annual Area Dinner, held near Beverley.

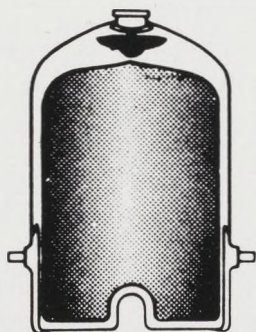
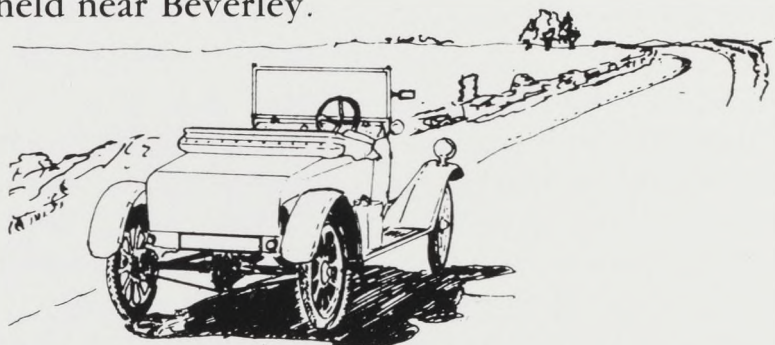
All in all, a very successful year with similar action promised for 1985 and I would draw your attention to two special activities—the Motor 100 at Silverstone over the three days of Spring Bank Holiday in May, where everybody will be celebrating a hundred years of motoring and which will be opened by the Queen (arriving in Prince Phillip's DB 3-litre?).

Then we have the Le Mans celebrations in June.

I would request Members to let me have their claims for the annual Awards which will, as usual, be presented at the Northern Dinner, in April.

The Committee thanks you for your support—which makes it all worthwhile.

JOHN BATT



GWR

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An Acceptable Breakdown or Facts & Figures.

I FIND THAT the Lagonda Register is much more than just a list of members and a way of finding the owners names from their car numbers; it gives a good insight of the Club itself.

The 1984 Register lists 715 members, 540 in the UK and 175 overseas. This is more than the current membership announced at the AGM but presumably it includes some members who did not renew their subscription.

Of these, 23 in the UK admitted to not owning a Lagonda, but 4 of them had Invictas so they can be excused, and 146 did not return their Register cards. Overseas 6 admitted to being non-owners, one owning an Invicta, and 45 as listed as NR. This leaves 371 members in the UK and 124 overseas owning between them a total of 587 Lagondas. In the UK there are at least 426 cars and overseas 161. I say at least because it is obvious that some NR members have cars but seemingly can not afford a stamp.

It is very surprising and pleasing to find that at least one car of every model made since the 11.1 (1913?) exists in the Club, including the post-war variety. I wonder how many other Clubs can make this claim?

Overall and in UK the most numerous model is the 2-litre (114) followed by equally M45s and LG45s (85) although in the UK there are more M45s. Predictably there are overseas many more 4½s than those with smaller engines. I am surprised at the number of pre-war V12s that there are (62) as I had always thought that they were so expensive to maintain that nobody kept them. At least 4 have been converted into Le Mans Replicas. And I am surprised at how few LG6s have survived as I have always understood that this was the best 4½.

The member with the most Lagondas is B99 with 10. Member H5 who lives in

London has 6, all 4½s; I would not like to pay for his garaging. Member M21 has 4 Rapiers and a 3½; I wonder if he has that to recover the Rapiers. There are only two members with the name Brown and the other one has 4 Lagondas as well as Rolls Royce, Bentley and Austins. Is there some hidden link between the name Brown and old cars? Overseas the member with most Lagondas is W78 with 7 plus 3 Alvises and 3 BMWs. Member C50 and R37 both have 5 Lagondas and C67 has 4. In the UK several members own more than two. The most surprising coincidence must be that the two LG45R team cars are owned by successive members, D33 and D9.

There is a 46% chance that a UK member's name will start with the letters B, W, H, C or S. Overseas there is 42% chance of the name starting with S, B, M, H or W. I wonder if that ties up with the national figures?

There are Lagonda members in 23 overseas countries and in the USA membership covers 27 states, which seems like a pretty good world wide spread.

In 1960 there were 712 cars in the Club and in 1962 778, and in both years there were over 200 2-litres. M45s are lasting rather better, having dropped from only about 120. LG45s are lasting well as there were only 80 in 1960. So are V12s with 40 in 1960 and 57 in 1962, or possibly in the early 60's owners of these cars did not feel the need for the support of the Club. In 1962 there were 38 LG6s which is why I am disappointed that there are only 22 now.

In 1985 there are two important events, the Motor 100 festival over the May bank holiday and the Le Mans visit in June. I believe that the Lagonda must be the senior British motor vehicle still existing as a separate marque. Manufacture started in either 1898 or 1900 with the motor cycle and the firm has existed ever since,

producing cars in most years except during the wars and in some recent years when production was temporarily discontinued. It would be nice if this was recognised at the Motor 100 Festival by Lagonda having the honour of carrying the Royal Family (AML, you had better start building a suitable Lagonda now). It would be nice also if a tricar and one example of every model since 11.1 could be on show to prove the history of Lagonda, and you never know somebody might find a motor cycle in time.

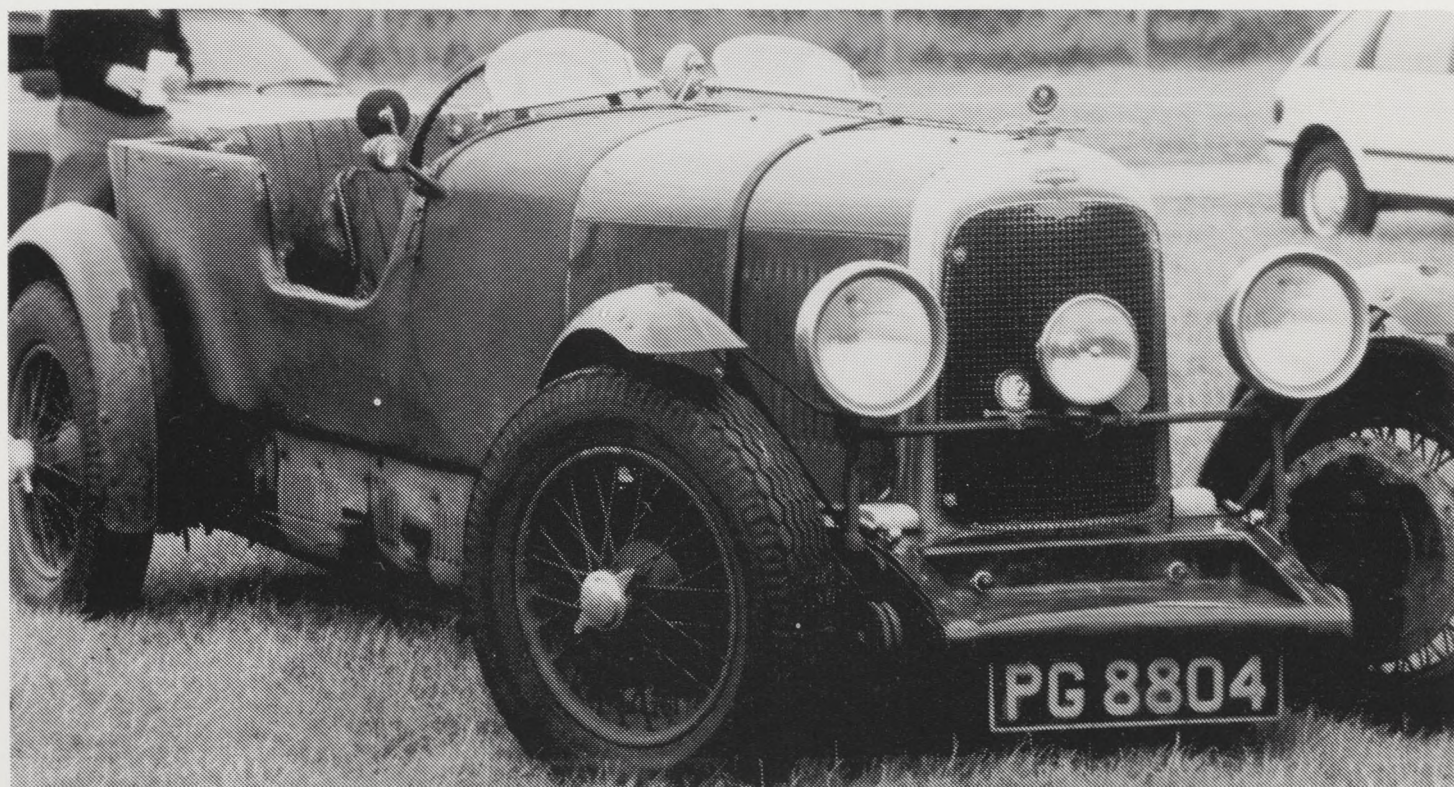
The Register lists 12 Lagondas that have raced at Le Mans, or 11 if it is agreed that the 1929 car was one of the 1928 cars rebuilt. At least 9 seem to be still in existence. How wonderful it would be if all these cars, plus any Le Mans reserves, were able to join the Celebration Visit to Le Mans, even if it does mean including some non-members. And what has happened to JPG 492, the V12 that was to have attempted the World Saloon Car Record in 1940? It was also in the Club till recently. That should certainly be at Motor 100, as should many others.

Owners of notable Lagondas, please can we see you around in 1985 and Club organisers, please can we be told in good time where and when the cars should be appearing.

Summary of Cars Listed in 1984 Lagonda Register

Model	UK	Overseas	Total
11.1	—	1	1
11.9	2	—	2
12/24	1	—	1
14/60	10	1	11
16/65	1	—	1
2-litre	106	8	114
Rapier	28	10	38
3-litre	34	6	40
16/80	39	10	49
3½-litre	12	4	16
M45/M45R/M45A	67	18	85
LG45/LG45R	50	35	85
L66	9	13	22
V12	28	34	62
"All sorts" (16/80/3½, 3/3½, 3/4½)	3	—	3
Total pre-war	390	140	530
DB 2.6	16	7	23
3	14	10	24
Rapide	3	4	7
V12	2	—	2
AML V8	1	—	1
Total post-war	36	21	57
Grand total	426	161	587

A. J. LOCH



Why the rebuild must begin.

Photo: Norman Boyack.

Lagondas at Cadwell.

Ninth Cadwell Brings First Win by a 4½ Lagonda also Second Place in Pace Petroleum Trophy

JOHN HARRIS is first driver ever to come First in a 4½ at Cadwell. It was in the last event of the VSCC's last race meeting in busy Jubilee Year, and a success hoped for since their first Cadwell in '76.

EVENT 10—Five-lap Handicap Race

Bugler and Harris both allocated to this last race, both cars immaculate, and together with a Sunbeam, both off 65 secs after limit man in Alvis Silver Eagle. Crow in Lagonda V-12 should have been off 55 sec handicap but non-started. Opposition was programmed as Avon Bentley (4566cc supercharged), Delage Special (2789 ditto), McDowell Dirt Racer, 30/98 Vauxhall which earlier won the Melville Trophy and Talbot 105. (Crocker's Rapier also non-started.) Quickly leaving the Sunbeam astern, the Lagondas' respective lap positions were Harris 4th, Bugler 5th, then 2nd and 4th, 2nd and 3rd, 2nd and 3rd, and finally Harris took 1st and Bugler remained 3rd. Meat in the sandwich was an Alvis Speed Twenty (off 10 secs). Frankly it was not the most exciting race, nevertheless it was a very sweet victory after an eight year wait.

EVENT 6—Ten-lap Scratch Race for pre-war Racing Cars

In the new nimble Lagonda Rapier/AC, Crocker was the day's first Lagonda driver to appear, and he did start. From the back of the grid. Allocation Committee had thrust him against seven E.R.A's, two Alfas, two Bugs, two Masers, and five other supercharged racers. Plus legendary Ron Footitt in his renowned non-supercharged AC/GN Cognac Special. Its engine is similar (Or is it? It probably gave Jolly Jim the idea anyway.) to our President's. Of twenty entries, eight non-started, four retired, and our man finished seventh beating the supercharged Attenborough Special. Only other non-supercharged car to finish was

the Frazer Nash with 3500cc Alvis engine driven by record-holding Guy Smith (5th). Winner was Martin Morris in ERA R11B.

EVENT 8—Ten-lap Allcomers Scratch Race

Another grid reflecting the high performance expected of Lagondas. Only nine actual starters, but what opposition! Two Lotus 16, one Maser 250F, Connaught Type C, and Cooper Bristol, all postwar; prewar supercharged Bugatti 51, Maser 4CM, and MG K3. At the back was Brian Fidler in his non-supercharged Lagonda Rapier. So now we know why he recently advertised for a blower. Actually he made a better start than the Connaught, to be speedily overtaken. He appeared to be going well, but then retired on lap 9. Winner was Chris Mann, Lotus.

EVENT 9—Spero Trophy Race for cars under 1100cc

Three previous winners on the grid, D. Fletcher-Jones (Lagonda Rapier), Barbet (Riley 9), and Farquhar (Riley Brooklands). Young Rob Giles there in 'Salome,' the GN/Morgan in which his father has won four times in the last six years. Unfortunately Giles Jr had a mishap just after the start. After restarting, the Rapier was a good second until F-J took the paddock road on lap 4, to investigate an increase of noise coinciding with a decrease in power. R. J. Campbell won in an Austin Fiat.

Pace Petroleum Sports Car Trophy

Heartiest congratulations here to John Harris. His First Place also carried ten points to make him runner-up in this season-long trophy for cumulative points earned by sports cars racing in road-going trim, taxed for the road, etc, etc. Driver and car have had an intensive competition year which the £50 cheque will enable John to celebrate in style. The car was entered for the maximum number of events at April and July Silverstones, Oulton, and Donington racewise; otherwise, 3rd class awards were collected

in the winter Mendip Rally, and the May Nidderdale, navigated by David Hill. This team were also outright winners of the Malvern Navigation Rally.

Back Chat

Henry Coates would have been delighted. John's car began life as Henry's second 4½-litre Special LBT 74. But make no mistake about it, dear readers, John has done an awful lot of development work to attain its present high performance, after several earlier misfortunes.

Brian Fidler, similarly, has had bad luck and done a lot of work on his single-seater BLT 391, built by that other staesmanlike specialist, Elliot Elder.

There has been keen Rapier representation here every year, and all power to their never-say-die drivers. And power, horse power, is what Crocker and Fidler could have done with in their hopelessly outclassed cars. Disappointing comeback too for F-J after a five year absence.

For Cadwell's first four years there was a strong entry from Oldham's Northern Lagonda Factory's works-drivers in LG 45's and V-12, netting a number of Second and Third places. Then, for some reason, they've entered no more. In 1980 the 4½ challenge emanated from the south and the east, Bugler 8th, and Paterson 10th. Harris replaced the latter in '81 when Bugler improved to two 4ths and Harris was 10th and 8th. No 4½ was entered in either 82 or 83. An 8.3-litre Bentley had a convincing win in the former; in the latter a 4½ Bentley came from the back of the

grid and right through the field to win Race 1. Perhaps this provided food for thought to a certain track marshal who had competed in a Rapier in 1980, namely, one J. F. Harris.

Vintage cars at Cadwell never fail to provide a worthwhile experience and their meetings are always a priority fixture in my calendars. There is increased interest when the big Lagondas augment the Rapiers. Even the course cars are vintage nowadays, which put it way above showery July Silverstone with its modern tinware, and one of them unshining at that. Rapiers celebrated their own Golden Jubilee earlier this season. Equally, British Salmson celebrate their 50th birthday this year, and appropriately the VSCC coursed two of the rare big 20/90 models, one driven by Johnny Johnson who is a recent but regular recruit to our Cave Castle pubmeets. There was also a BMW (? 319).

Now, with Harris' first racing win under his belt, and nearby Cleethorpes simultaneously the sunniest spot in the country, Cadwell '84 was extra special. Only cloud on the horizon, in a manner of speaking, was that fewer Lagonda members and cars seemed to be present. Your reporter saw Wendy and Mike Hoare marshalling, and spectators Don Hoggard and full crew, Brian D-B and Ann similar, Mike and Ruth Baxter, Tony Wood, and six Papes being former member Colin and family. Doubtless there would be others regretablely not seen. All the absentees missed a fine day to remember.

ROY PATERSON

Letters to the Editor.

Customary Caution

Dear Sir,

I beg to submit an item of relevant interest which other members may find of use.

Whilst passing through the Customs in Calais the other day, the Customs Officer required me to prove ownership of my LG45.

Fortunately I had the 'Log' book with me and he checked it against my passport,

so all was well.

I told him it was very pleasing that he had made the check and asked the questions as, after all, it makes the theft of and export of a car that much less easy.

With members making more foreign trips it is as well that they be aware that such checks may be made and be ready to provide the necessary documentation.

Imagine the Le Mans contingent being put in the duty free lane until the

documents could be produced.

The Belgian Police require proof of ownership, I know, so it could well be the case in the rest of the EEC.

GORDON WARREN-SMITH
Brussels.

Dear Sir,

I enclose some photographs which may be of interest.

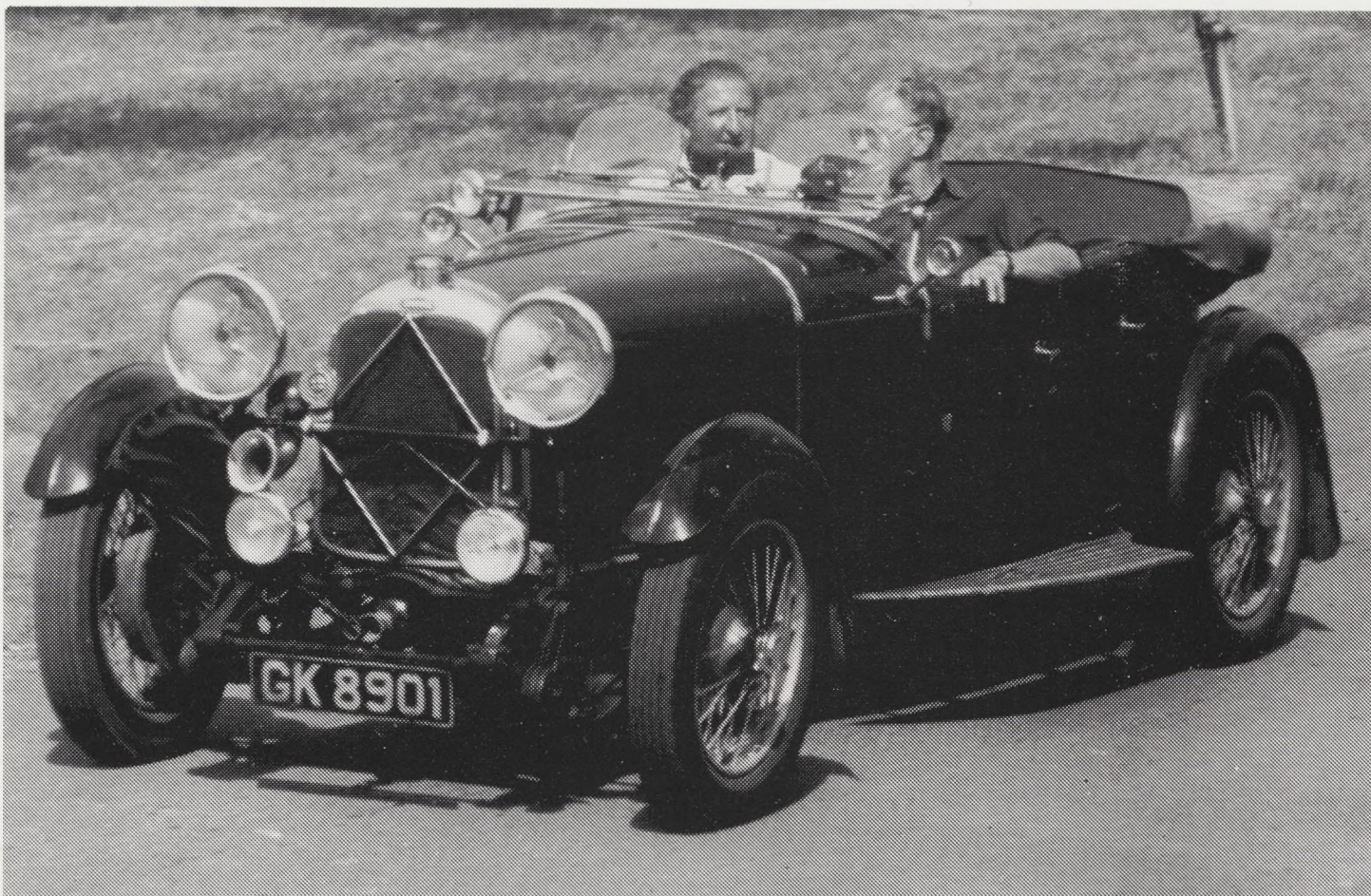
They show Roland Morgan with his 2-litre and Peter Whenman with BPK 203

at Prescott during the VSCC Jubilee Scenic Run.

The others were taken at a Garden Party held by Dick Raynes at his home on the cliff edge at St. Margarets-at-Cliff, Dover.

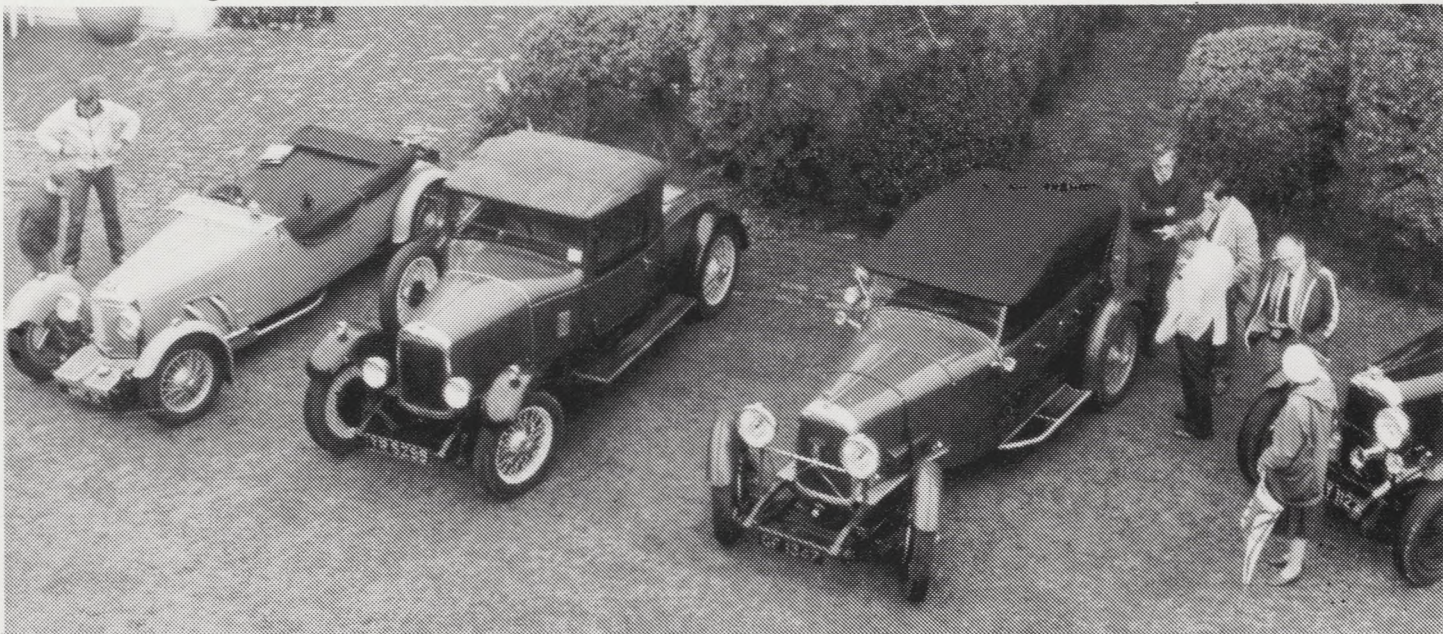
Dick and his wife extended most generous hospitality. Unfortunately it was a damp day. As Dick's own Lagonda was 'in dock' he fielded his Aston Martin.

ROGER WATSON
North Chingford,
London.



Roland Morgan and his 2-litre LC at Prescott.

Photo: Roger Watson.



Dick Raynes' Aston Martin with Lagonda cousins at the Garden Party.

Photo: Roger Watson.

Dear Sir,

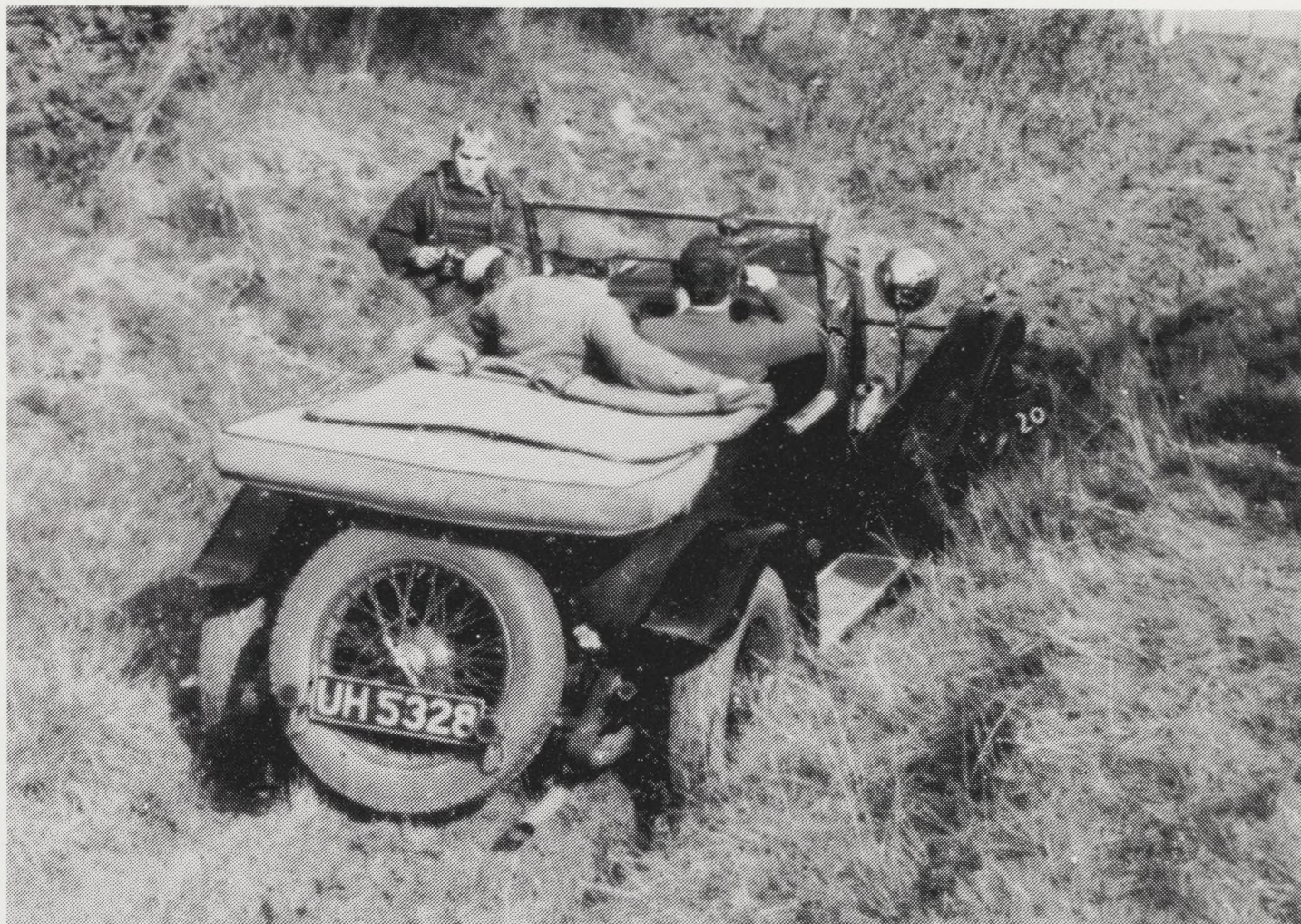
I enclose some photographs of George Stanton and his 2-litre competing in the VSCC 'Welsh'. I am afraid I don't know the name of the hill, but George cleared it.

For a 2-litre even to compete, let alone do as well as George did, is an achievement in itself.

DEREK GREEN

Hartley Wintney,
Hants.

Derek omitted to say that he himself entered his 2-litre and obtained a Third Class award, and also took the top place in the Concours. Ed.



VSCC 'Welsh'. George Stanton sensibly using a HC 2-litre.

Photo: Derek Green.

"Where is it Now?"

Dear Sir,

Bill Michael (of the "Michael Trophy") once owned an 11.9 Lagonda 1919 registration No. XN 4929.

On looking through the club records I notice that it is not listed as owned by a Club member. As this model is extremely rare it would be nice to know where Bill's car is now. I wonder if any member knows of its whereabouts?

Interestingly the car even had a "racing" history! In 1959 Bill Michael entered it in the historic light car race at Silverstone and came 4th!

SIMON CARREL
London.

Dear Sir,

As our Committee went to the trouble to find and move the Lagonda A.G.M. to a new venue north of London this year especially for the benefit of our Northern Members, I was very disappointed by their marked absence.

Where were:—Schofield, the brothers Barker, Roger Firth, D. Briggs, Harry Taylor to mention but a few? They were sorely missed by everyone.

Alan Brown, being a splendid chap, of course arrived with our spares.

Come on you chaps and chapesses "Up North"!

MRS ROBBY HEWITT

11 Bolton Gardens Mews,
London.



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