



THE MAGAZINE OF THE LAGONDA CLUB

Number 130 Autumn 1986



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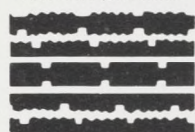
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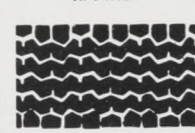
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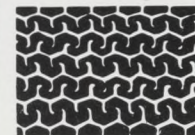
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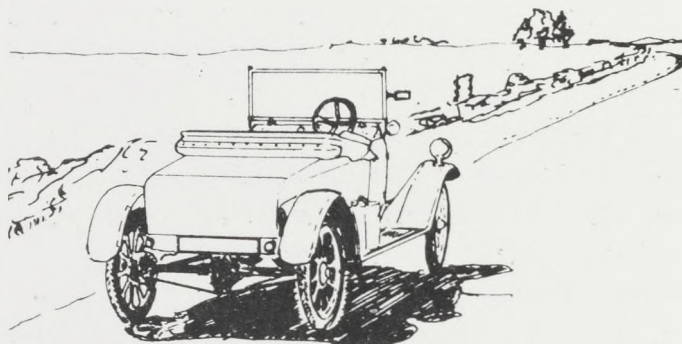
Autumn 1986

Editor: B. W. Walker, 118 Pailton Road,
Shirley, Solihull, West Midlands B90 3NX.

Assistant Editor: H. Taylor, 10 Hill Rise,
Trowell, Notts. NG9 3PE.

FRONT COVER: Cars at the Lagonda
'picnic', May 11, 1986, held at
Brooklands.

Photo: Courtesy of Brooklands Museum.
John Oliver



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"LAGONDA" URGENTLY
REQUIRED. Submit to Editor
by 31st December please.**

Out and About.

IT IS ALWAYS SAD to see a long established member of the committee leave. Unfortunately after over 20 years service Duncan Westall has retired. His wit and invaluable comment will be missed as much as his sound advice based on his many years experience. I am sure that Club members will wish him well.

The Committee has now been joined by John Oliver, who is Assistant Curator of the Brooklands Museum. John has taken on the role of Press Officer on the Club's behalf.

In America, if you read page 3, you will have spotted that our American Representative has changed his address. Would American members who pay their

subscriptions through Harold Happe please make cheques payable to: H. E. Happe, and not the Lagonda Club.

From the Club point of view it is good to see, in Motorsport, that Mrs Robbie Hewitt's Lagonda is shown and quoted as an example of a genuinely original car. This was in an article by 'Jenks' on the difficulties of establishing a car's credibility to the label 'original' and is well worth reading if you are considering working on or even buying a proper car.

Happily Lagondas do not seem to have suffered in the same way as a lot of other Vintage, P.V.T., or Classic cars. Let us hope that we can still lay claim to a high percentage of original cars in the future.

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: Joint Lagonda/VSCC meet. Third Thursday in each month at the "Floating Light" nr Marsden, on the Lancashire/Yorkshire border.

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 "Pipe & Glass" South Dalton, between Beverley and Malton. Map reference: 965 454, Sheet 106.

Glamorgan: First Thursday with the VSCC, Court Colerman, Glamorgan.

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

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by Davey & May

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Lagonda Past and Present.

The relation of the latest 2.6-litre cars with the productions of the past fifty years

LAGONDA will this year celebrate the 50th anniversary of the name as applied to a petrol-engined vehicle. The business was founded by Mr Wilbur Gunn, an American, who used what is thought to be an Indian name, for a motor cycle which appeared in 1900. During the next eight years this, and also single and twin-cylinder three wheelers, were built on the Staines site which was occupied by the Company up to September 1947. In 1908 the Company built its first four-wheeled vehicle and although this rapidly grew up into a 20 h.p. four-cylinder with an alternative 30 h.p. six-cylinder model these were replaced in 1913 by an 1,100 c.c. car designed for family motoring and thus in distinct contrast to the sporting cycle-car types which were then usual with engines of this size.

After the 1914-18 war, and at the instigation of W. H. Oates, the Company began to have its first experience of high-speed motoring. The engine, which had overhead inlet valves, was developed into a 1.4-litre model and fitted with a single seater body. This had an active life at Brooklands with a lap speed in the environ of 85 m.p.h.

Founding a Tradition

The standard model continued to be the only one produced up to 1925, but in 1926 it was replaced by an entirely new design which really laid the foundations of the subsequent Lagonda tradition. This car had a four-cylinder engine 72 x 120 mm, giving two litres capacity and 90 deg. o.h.v. operated from two overhead camshafts. Chassis design was entirely new and compared with previous models one might almost say that the Company had passed through a chrysalis stage and had now emerged in an entirely new field of activity. This two litre with a low frame was extensively used in sports car racing and in events like the Monte-Carlo Rally, and although it does not figure prominently in the general classifications

a number of very creditable performances were put up. The car was, however, somewhat heavy in relation to its engine size and this led the directors to take the bold decision to offer a standard supercharged model which was shown at Olympia in 1930. This car had approximately 100 b.h.p. under the bonnet and would exceed 90 m.p.h. with an open touring body. It was, however, more remarkable for the extreme flexibility of the engine and this effort to combine smooth running with speed has been characteristic of all subsequent Lagonda productions.

A variety of technical means have been adopted to satisfy the requirements of the exacting owner and as an alternative to the supercharged four-cylinder engine running on a moderate compression ratio a six-cylinder three-litre car was introduced in 1927, this having a straightforward push rod engine.

Competition Success

In 1930 a six-cylinder two litre was produced and then in 1932 another pioneer step was taken by marketing the three litre car fitted with the Maybach six-speed gear box in which the manifold depression was used to engage a gear pre-selected by a lever above the steering column. From 1934 onwards, however, increasing attention was given to the use of a large capacity engine as a means of satisfying the performance requisites, a 4½-litre push rod type being introduced in that year and being successful in winning the Le Mans race in 1935, the last time that a British-built car has achieved this signal honour.

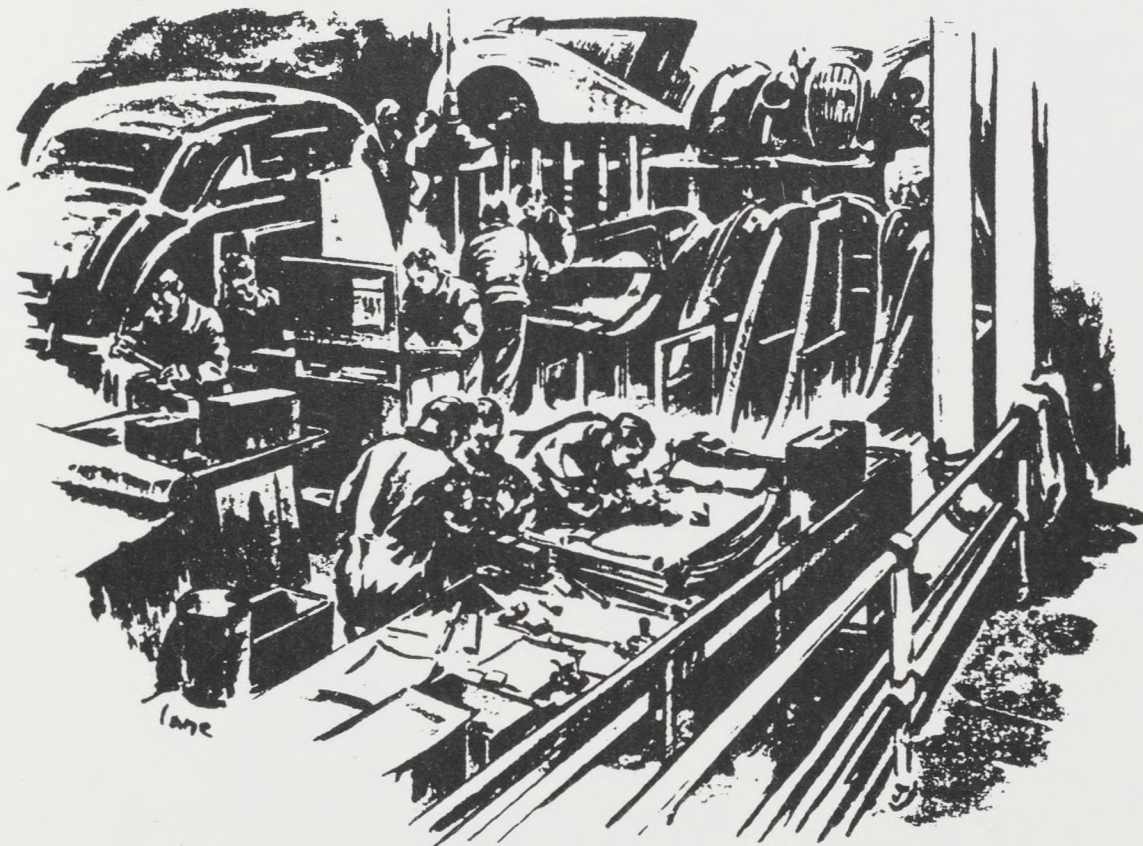
Subsequent to this success (but in the same year) the Company's finances were reconstructed by Mr A. P. Good and the management passed into the hands of the late Richard Watney; Mr W. O. Bentley took the responsibility of the technical direction of the Company. Mr. Bentley immediately turned to the task of

increasing the performance and road worthiness of the 4½-litre and all other types were dropped. In 1937 a new Bentley design emerged with a redesigned frame, embracing independent front suspension, torsion bar springs and choice either of a developed version of the 4½-litre six-cylinder engine or an entirely new V.12 power unit of the same capacity having one overhead camshaft per bank.

It was, again, the desire to combine performance with the utmost in smooth running and silence that led to the adoption of the short-stroke, low-piston-speed, multi-cylinder, engine. Road tests showed that the new car would exceed 100 m.p.h. with full-size saloon body work on the road, over 100 miles being covered in one test at Brooklands in one hour, including a stop for a wheel change. Two specially prepared cars were run at Le Mans in 1939 and although this was a preliminary canter they finished third and fourth, although never exceeding a strict and conservative limit of engine r.p.m. Despite this they averaged 83.5 m.p.h. and 83.3 m.p.h. respectively and the slower of the pair was therefore over 1 m.p.h. faster than the winning car of 1949.

A New Approach

Despite these very encouraging results there was a feeling that the overall economic tide was running with rising strength against the large car as such and also that the technical and commercial requirements of a refined high performance car could be met with less power and less capacity by simultaneously reducing weight and improving roadworthiness. The result in metal of this line of thought was disclosed to the public in September 1945 and took the form of a 2.6-litre engine with double overhead camshaft having 46 per cent. The piston area of the 4½-litre model but by reason of superior b.m.e.p. giving 60 per cent. of the maximum power at approximately the same r.p.m. So far as possible this lower gross power was offset by reduced weight (to the tune of some 25 per cent.) and by lower drag achieved by smoother lines, although no effort was made to produce a body of professionally aerodynamic form. Apart, however, from the statistical aspect of performance a great effort was made to secure the best possible relation of average speed to maximum, acceleration, and hill climbing, by



DETAILED MANUFACTURE—Practically the entire car is hand made. This drawing shows bonnet tops, petrol tank fillers and body mouldings being cut out and fabricated from basic material.

providing independent suspension to all four wheels from which very low unsprung weight, soft suspension and abnormal traction for the rear wheels were derived.

Plans were for the production of this car at Staines on a substantial scale but a number of financial and physical impedimenta arose and the project was on the verge of being abandoned when Mr David Brown decided that Lagonda should be added to Aston Martin, which was already a subsidiary of David Brown Tractors Ltd. As is generally well-known Mr David Brown is also a Director and large shareholder in the world-famous gear cutting Company of David Brown & Sons (Huddersfield) Ltd., and apart from these industrial interests he has always been a most enthusiastic motorist with considerable experience of competition work. For some time he owned and raced one of the 1922 T.T. three-litre Vauxhalls and engine designed by Ricardo, and his spare time has been divided between high-speed motoring, flying and foxhounds.

Under the terms of the agreement by which he acquired Lagonda the name, drawings and stock of parts alone came

into his possession, and it was necessary to build a new organisation to manufacture from the ground floor up, including acquiring a new works, as the old Staines plant had been taken over for the production of oil engines.

Moreover, although in some respects arrangements for production of the 2½-litre car were well forward, only three had been built at the time of sale and a very considerable amount of engineering and development work remained to be done under them. In these circumstances a rapid extension into production would clearly have been disastrous but in early 1948 two cars put in some concentrated high-speed development work on the Continent, and when the lessons learnt had been digested, production on a very small scale was initiated. Engines and of course gear boxes are constructed near Huddersfield, frames and bodies at Feltham, in a plant pictorially portrayed on these pages. The organisation has been progressively strengthened and the Road Test carried out by "The Motor" on September 14, showed that the car would reach 90 m.p.h. and had a combination of comfort and stability



RECTIFICATION—Each car undergoes an exhaustive road test and according to the tester's report the necessary adjustments and rectification are made, even to the extent of completely removing major components should this be considered the best way of putting right any defect which may have been diagnosed.

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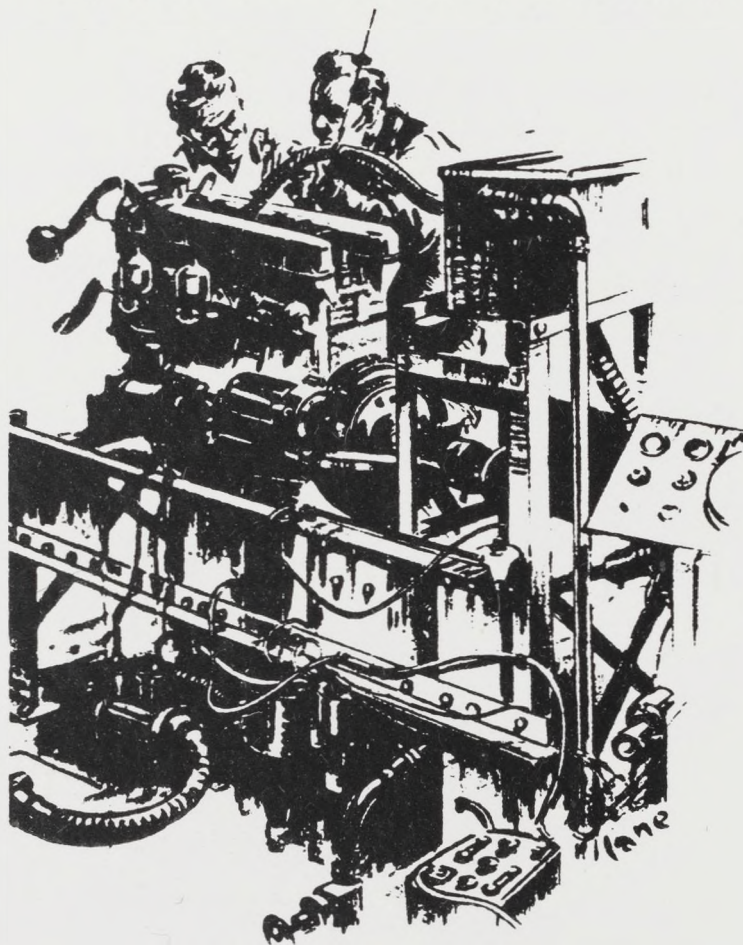
which may be truly termed unique. As the chassis has not been described during the past 18 months, a brief description of its leading features may not be supererogatory at this time.

The power unit, having six cylinders with a bore and stroke of 78 x 90 mm. and capacity of 2.6-litres, is one of the few in the world which produces well over 100 b.h.p. This fine performance is largely derived from the careful porting of the cylinder head which has valves inclined at 60 deg. and the inlet and exhaust systems on opposite sides of the head. The exhaust-valve guide is in direct contact with the water and each line of valves is operated by its own overhead camshaft through the medium of inverted steel cups which shroud the double valve springs. This gives very low valve gear stresses at up to 5,500 r.p.m. and smooth running is ensured over the whole speed range by a carefully designed crankshaft (with substantial overlap between the crankpin and the journals) which runs in an immensely stiff cast iron crankcase of true box formation. That is to say the four main bearings are firstly assembled on the shaft and then inserted endwise into the casing.

Novel Features

By using detachable wet liners completely even cooling of the cylinder bores is obtained, coupled with a very hard wearing material, whilst the light-alloy pistons are pressings made by the Specialloid Co. Some years of experience and many tens of thousands of miles with

this design have shown that wear is almost negligible and that really astonishing



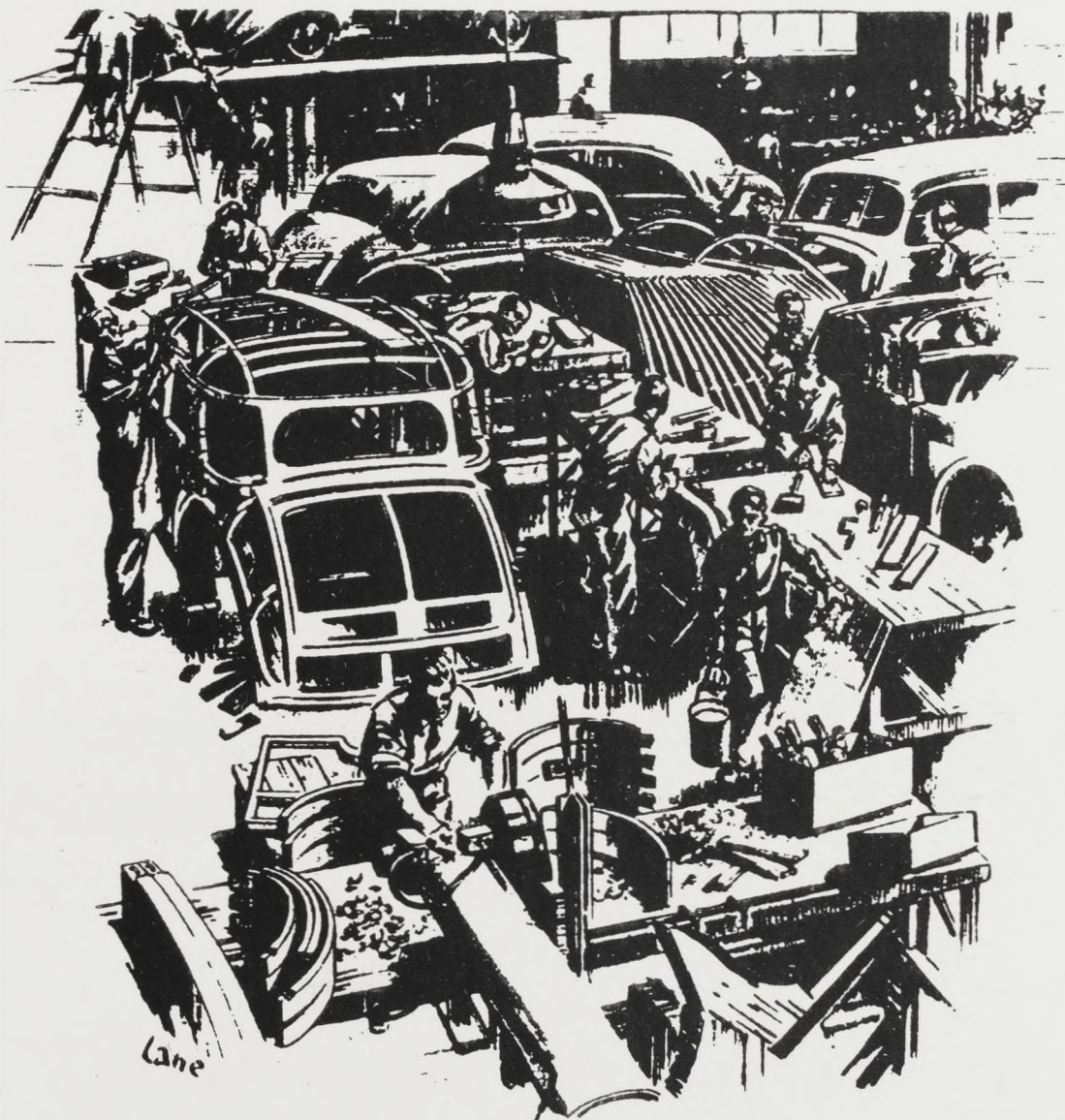
TEST BED—Every Lagonda engine undergoes extensive testing on an electrical dynamometer, lasting for practically 2½ hours running time. During this period, the preliminary stages of which are devoted to light running, the engine is taken over varying loads up to peak—5,000 r.p.m.—at which figure it must develop in the region of 100 b.h.p. to be regarded as satisfactory. In this illustration an engine is seen receiving final adjustments before being coupled up to the dynamometer.

distances can be run without change of pre-set valve clearances. In the past few months particular attention has been given to improving the low speed torque and top gear performance and the models now leaving the works represent a considerable advance in this respect over their predecessors.

The drive is taken through a D.B. synchro-mesh four-speed gear box with the lever mounted on the steering column to an open propeller shaft which connects with a bevel box fixed to the frame. This contains hypoid gears and permits a completely flat floor at approximately hub level. The drive to each rear wheel is through an open shaft with two universal joints and the wheels themselves are mounted upon links which give a geometry representing a compromise between swing axle and parallelism.

Springing is by means of two torsion bars at the back, the front wheels being mounted on wishbones and coil springs. Steering is by rack and pinion and all the mechanical elements of the car are mounted in a frame of unique design. This has no side members in the accepted sense but consists of two beams each 6½ ins. deep arranged as a pure cruciform, although there are of course attachments for the fuel tank etc., also two side tubes which act primarily as body mountings. The braking system, also, is unique on British cars in having the rear drums mounted adjacent to the bevel box by which means the upsprung weight is reduced by one-third.

It is scarcely surprising that so comparatively unorthodox a car has taken some time to develop and put into production, but having first overcome the



COACHBUILDING—Bodywork on the Lagonda is a craftsman's job. This sketch shows a corner of the coach-building section where the final touches are put to the wooden body-frame before it goes to have the panels fitted.

various small engineering problems which are normal to all new types and secondly established continuous production in the new works, it became possible to direct attention to the refinement of the body and equipment.

The cars offered at the new reduced prices are therefore noted for a number of improvements, the most important of which is a large capacity ventilating unit which feeds air from the outer world into the car and in winter raises it to the temperature required by the occupants. A special air stream can also be imposed upon the windscreen for the purpose of de-misting. Additionally, the front passengers are now provided with armrests mounted on the doors and the rear passengers have an armrest formed over the wheel arch on each side of the rear seat in addition to a centre armrest of the folding type. Ashtrays are situated in each front door and at the back of each front seat for the benefit of rear passengers. It may also be observed that an extensively wide choice of colour schemes and upholstery are now available and it is a natural virtue of small quantity production that individual owners' wishes in this respect may normally be satisfied fully.

Tradition Maintained

A visit to the works discloses the great care with which the whole car is constructed. Engines and gear boxes are received from Meltham in Yorkshire, where they are made in an exceedingly modern plant, and

it is worth noting that the production models show a performance in every respect superior to the hand-made and assembled prototype.

The assembly of the car is carried out by skilled men, some of whom have been with the Staines organisation for very many years—a fact that also applies to the body engineer and many of his assistants. The bodies themselves are rare these days in being of the true coachbuilt type and it is a tribute both to the design of chassis and the constructional methods employed that the Road Test car is one of the few which have been taken to the Continent by "The Motor" and have returned entirely without deterioration in the structure.

Some idea of the methods used to ensure highest standards of workmanship, in small scale production are shown in illustrations on these pages, and it is gratifying to be able to put on record that resources of a very large and financially healthy organisation are being used to further the commercial development of a specialist car which worthily upholds the reputation of British design and craftsmanship at its best.

Reproduced with courtesy from 'The Motor' March 1950.

The original article in 'The Motor' carried 2 pictures of Lagondas. A 16/80 (quoted as 18/80) PJ 7395 shown in the Register as being owned now by J. A. Stubbs. The other car is a 2 ohc 2.6-litre reg. no LPG 777, the prototype car. This is not listed in the Register, does it still exist?

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D.B. 3-litre Gear Box.

HAVING EXPERIENCED DIFFICULTY in engaging reverse, I removed the cover and discovered the reverse gear bush had come out of the gear. Removal of engine and box was the only remedy and, as I have had the car almost 20 years and have done in excess of 100,000 miles, I felt it must require attention around the clutch area anyway.

Removal of the lump was something new to me and the first problem was in the height it would have to be lifted to clear the engine compartment. Rough measurements immediately ruled out lifting, which meant only one other way—downwards. The rack was easily removed and the steering column pulled back into the car. The front and rear mountings were removed (having taken the weight of course) and the unit lifted,

moved forward six inches and then lowered into the inspection pit. It could not have been more simple.

The gear box was detached, dismantled and rebuilt with the gear suitably rebushed.

The clutch assembly and thrust were replaced, although there was no discernable difference in the thickness of the friction material. The carbon thrust, too was virtually unworn.

The unit was lifted up through the engine compartment just as easily. The operation from starting to lift, to unit in position for bolting up, took 20 minutes.

The engine is running well, the gear box and clutch overhauled—removal should not be required for a least another 33 years.

H. TAYLOR

F.I.V.A. World Rallye— 100 Jahre Automobil.



2-litre Continental. Schaal.

Photo: Sheila Burke.

WE OWE THE MOTOR CAR as we now understand it to the work of Carl Benz and Gottlieb Daimler. That these two pioneers independently had their first cars on the road in 1886 was acknowledged by Dame Margaret Weston, Director of the Science Museum at a celebratory reception on February 19th. Margaret said that in 1913 the Keeper of Transport persuaded the authorities to spend five pounds(!) on purchasing an 1888 Benz, the oldest motor car in this country. It came from Emile Roger in Paris, the world's first motor trader. One of his cars had the doubtful distinction of involvement in the first fatal motor accident in Britain, at Crystal Palace in 1896—an incident I reenacted for BBC Television a year or two ago. Appropriately, the rally started with Benz in Mannheim and finished with Daimler in Stuttgart six days later.

We assembled five Benz to be trailed to Mannheim all built between 1893 and 1902. After seeing that the route of the rally involved motoring up to 100 miles daily I chickened out and entered the LG 45. The organisation, however, was quite equal to such problems. They laid on thirty or more trailers and G Wagens (like Range Rovers) to lift the veterans over part of each days run and to assist on hills. Very fast, powerful cars like Collings 1903 Mercedes Sixty did not require any help.

Before departure we were told to get export licences and carnets for the old cars plus carnets for trailers and tow-cars; but the French Customs were persuaded to write us a letter eliminating some of those costly formalities. At Calais Customs Officers waved us on our way. Then we were overtaken by three Bugattis, Conway leading. They overshot the Arras turn, so following them we did as well—and caused a mighty snarl up with cars and trailers in a narrow shopping street. The first night was spent in a mediaeval fortified village near Laon, the second at another country inn between Metz and the frontier. This was much more fun than pounding along an autobahn trying to keep awake. Leaving France proved more difficult than entering because it appeared that we should have insisted on being rubber-stamped at Calais. The German

official thought it all a bit of a joke.

So to Mannheim for signing on, collection of a caseful of road book, maps, information sheets and various goodies. Six huge marquees housed all 350 cars, fifty from Britain, an incredible sight. Lagondas were 2-litre Continental, Valentin Schaal; M45, Witt Witteridge; Rapier, Tim Holt; LG 45s Franz Höflinger and the writer.

Tuesday's run started at 8.15, cars despatched in groups as for the London to Brighton. The route took us through Ladenburg, past Carl Benz house, beside the Neckar to Heidelberg and a reception, to Eschelbronn for lunch in a sports centre. Entrants had to nominate an average speed and car weight for the rally. Along the way the club had radar devices to check our estimates. At other points simple motoring questions were handed out in English, French or German on request and the answers collected 5 km further on without stopping. Hockenheim Motordrom was hot and sunny for regular laps. Some seemed to have chosen quite high speeds. The Brits. were noticeably not taking things seriously enough.

Dinner

Dinner that night was set in Schwetzingen Castle, destroyed by Louis XIV ("that terrible Ludwig"), rebuilt a century later by Karl Theodor in a crescent shape. One wing was superbly decorated to take our little party of twelve hundred. The pudding, Eisbombe Carl Theodor was led in by a band. Each waiter on his tray had sparklers which were ignited at the door by a head waiter wielding a welding torch. The lights dimmed, we were given chinese lanterns with candles and the band led a procession to the far end of extensive gardens for a firework display. Back at the castle a hunting horn band played in the courtyard lit by red roman candles.

Wednesday dawned wet. We overtook Bernard junior driving the 1897 Benz with his girlfriend and in shirtsleeves. He said it was alright till he stopped. Fortunately the rain stopped soon after for elevenses at Bellheim Brewery. Lunch was taken at the Worth lorry factory of Daimler Benz. Guided tours of this very sophisticated



Lunch en-route to Mannheim.

Photo: Sheila Burke.

plant were offered and excellent, simple meals in a quite spotless canteen. On the way out our cars were weighed. I found that with two up, full tank, luggage and bits we scaled 2,200 kg—no light tourer that! Garaging was provided at the French Army hangers near Baden Baden. Access was so congested we found a space at our hotel in the woods the other side of town. Dinner was laid on in mediaeval cellars of the Margrave's castle. Why he had cellars built with ceilings thirty feet high was not made clear.

Thursday became a day for R. & R. wandering in Baden Baden. Some went to the Baths of Caracalla before dinner at the Casino spread over four interconnecting rooms, each with its own band.

Friday

Friday morning was misty and drizzly which was a pity since we were to climb 3,500 feet through the Black Forest and down past the Mummelsee. Lunch at Dollenberg Silence Hotel produced a long, long line of cars parked up the mountain road. Quite a few stopped for a snifter after the very steep climb on a dirt road.

Saturday turned out better. From a driving test at Gaggenau we went to

Pforzheim, jewellery manufacturing centre, through the pedestrian shopping precinct, with firemen marshalling and cheering crowds, for lunch in another huge marquee. In the cool conditions "gluwein" found favour. Dinner was another dinner jacket affair at Böblingen, this time with speeches by the State President and other notables. One Benz driver, who shall be nameless had been pouring the highly volatile, special fuel with engine running and fine big sparks at the exposed contact breaker. In one second the outfit was on fire, in two the fire was out with four extinguishers from owners with their pride and joy close by.

Sunday morning saw most people doing a quick clean at Sindelfingen for the final lunch and prizegiving in the Stuttgart Museum. Miss Maybach, Willy's granddaughter was talking to Dr Ammon and other Maybach drivers. Nearby a Mercedes running on producer gas was having the hopper filled with wood. So to the finish and leavetaking.

Organisation had been elaborate, nearly faultless. With so many taking part it might have been pandemonium. All along the same large group of Police Motor Cyclists had accompanied the rally to sort any

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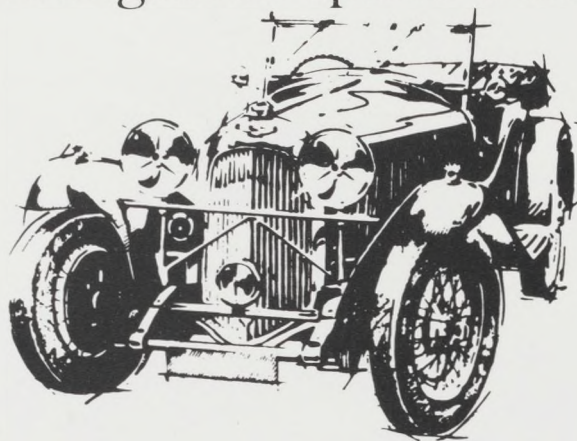


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problems. The IBM computer team produced detailed results daily for each entrant in any of the three languages on demand. Sheila's navigation got the party through France and me through the rally without getting lost. On the first day at Hockenheim we had tried to work out a

driving test with the complicated plan provided until we realised "Sitzordnung" meant seating plan for dinner that night and the tables illustrated were not "garages".



LG45. Höflinger.

Photo: Sheila Burke.

The Weather

The weather now turned fine and warm so, after the rally we turned south to see an old friend in Switzerland, on the way spending two days at a watermill inn in the Black Forest. Here they spoke a strange Slav- sounding dialect called Alemannisch. Returning we called at the Musée Nationale (Schlumpf Collection). Being Tuesday it was closed but a quick call to the Deputy Director got a private view. I asked if it was permissible to lift bonnets and examine mechanism. He said he would get the alarms turned off: but this had not included the Bugatti type 41 Royale.

Suddenly there were sirens sounding all around and very red English faces.

The LG 45 gave no trouble in 2,000 miles. It needed no engine oil or other fluids apart from petrol. One window became very stiff in action after a lot of rain. There are few Lagondas in Germany and they seem to be finished in suitably exotic colours. The 2L was cream with green wings, the LG in duotone yellow. Schlumpf is fantastic with 140 Bugattis on show—no Lagondas. All the cars are on axle stands. That meant an order for 2,000 axle stands.

RICHARD HARE



Frontier negotiations.

Photo: Sheila Burke.

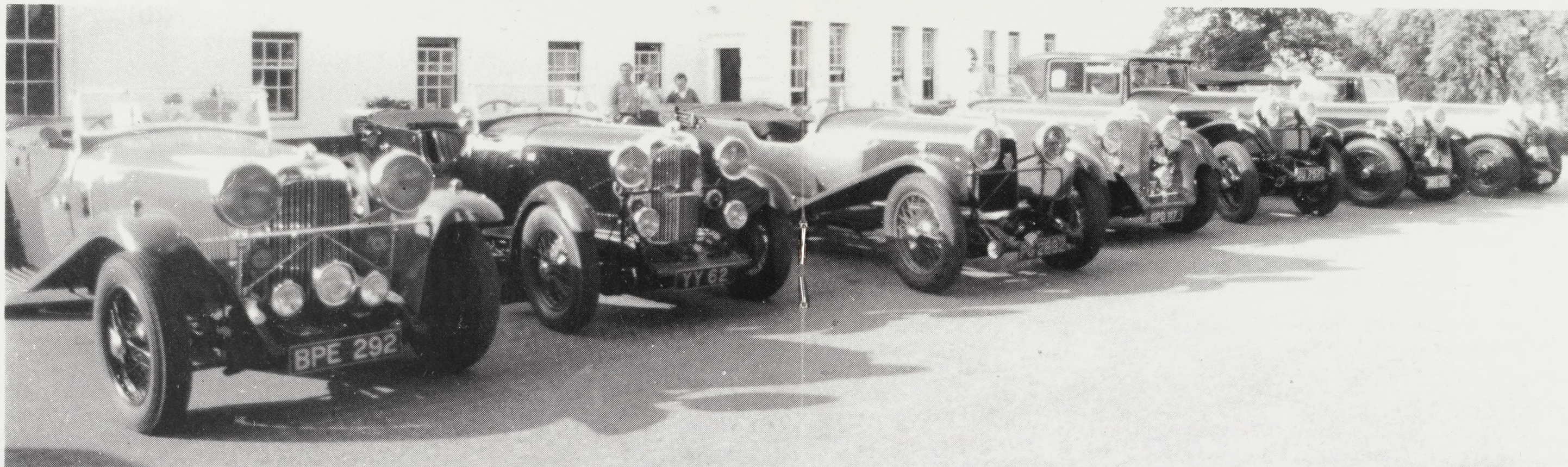
Events Report AGM West Park Lodge 20.9.86.

1986 HAS BEEN NOTABLE for indifferent weather, particularly at weekends!

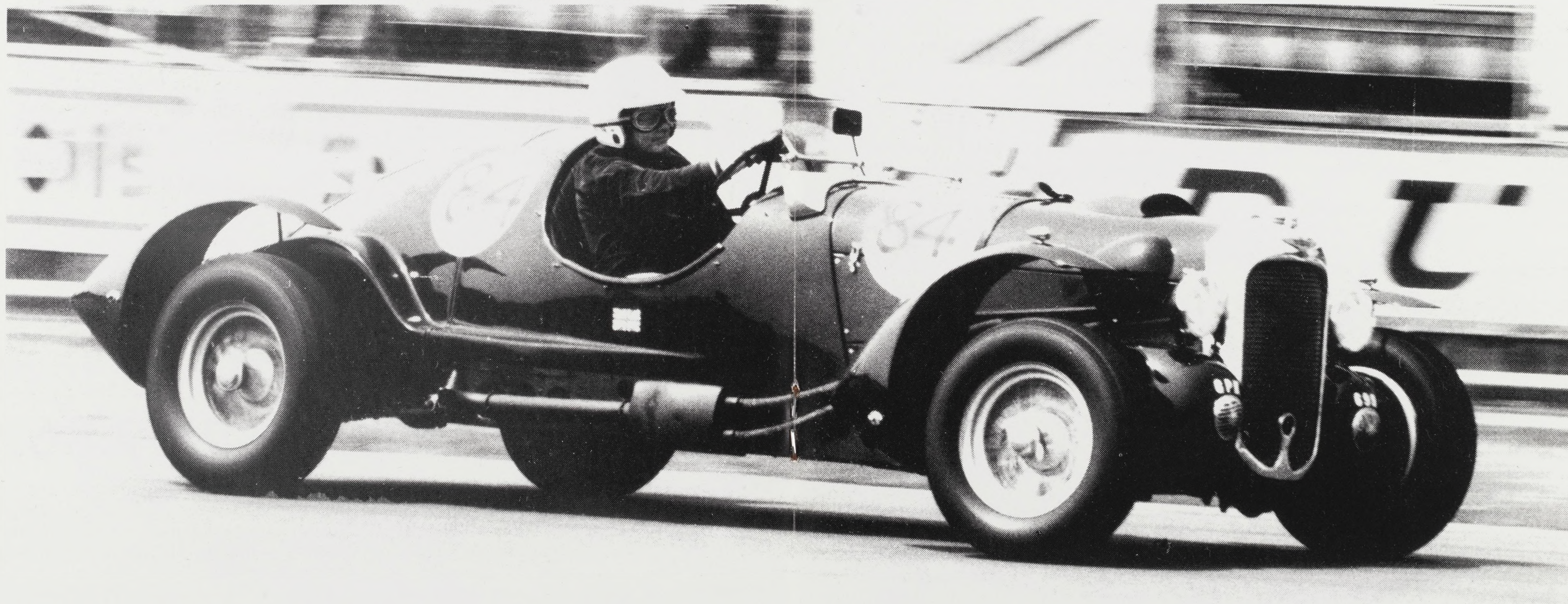
38 events were planned including the AGM which has seen an excellent turnout of 60 cars of all types on, for once, a marvellous sunny day. Five additional events were planned and generally the Club's activities received good support

with the exception of just one, the RREC Sudbury Hall Meeting which suffered from late advertising and my own absence on business overseas. (This is becoming an increasing problem!)

Some of the highlights included the VSCC Eastern Rally where Mrs John took a first class award in the M45. At the April



The Concours winning cars at rest outside West Park Lodge, 1986 AGM Photo: Arnold Davey.



Alastair Barker at play in Holland in the Le Mans replica V12. Photo: Alastair Barker.

Silverstone Race Meeting, David Hine managed a good third in the Fox & Nicholl Trophy and in the Northern Rally, the Goodchilds also took a third class award.

At the 2-day Oulton Park Meeting in Cheshire, Morris Ingham was placed and it was nice to see Ted Townsley take a Concours award with his excellent and original LG45R.

At BDC in August, the Lagonda Race was won by Alastair Barker in his well-known V12 (the first of the replica cars now so popular in the Club), second was Colin Bugler with his LG45 Team Car replica and third John Harris with his LG45.

The Northern Gymkhana had a late change of venue but was nevertheless an excellent and most enjoyable event with Dave Price first in the 16/80. Prescott was abysmal, being very wet for the second year running and the planned Saturday evening Social was cancelled.

One Social that really was successful was the early evening gathering at the Green Man after July Silverstone. Several Members and their cars attended on one of those lovely summer evenings.

The New Forest Rally was run again and won this time by David Ayres in the High Chassis 2-litre with Brian Ricketts in 16/80 second and Phil Erhardt third with the well-known M45DHC.

I particularly enjoyed the Shuttleworth Social which was a great success, supported by over 20 cars and, for once, the weather was good. With my 2-litre off the road for an engine change, I was fortunate in being able to borrow Richard Gabriel's 4½-litre LC Invicta (one of our Invicta section Members) whilst he brought along his beautiful Type 44 Bugatti.

Thanks go to Valerie May for organising another excellent Meeting at Michelham Priory which was again well supported and resulted in several photographs appearing in the Press.

The Stanley Cup Event was held again this year in the Shropshire area and we were fortunate in being able to enter two Teams, a total of 6 cars. John Harris was nominated Captain and although no major awards were gained, they won 6 bottles of champagne. Much nicer!

It is likely the Event will be repeated in

1987. Those interested, please make a note.

John Stoneman ran the Norfolk/Cambridge Socials this year. We saw a good turn out of cars and interestingly, Members and friends bringing not just Lagondas but other suitable vehicles. The Area Pub Meet on the first Friday of the month at the Royal Oak, Barrington, goes from strength to strength.

1986 did not feature an Event as ambitious as last year's Le Mans anniversary, but several Members did venture over to the Continent. The FIVA Rally in Germany attracted 5 Lagondas including Richard Hare, Witt Witteridge and Tim Holt with the Rapier. Over in the USA in May, Bob Onstadt reported an excellent gathering at the Swap Meet which took place at Clark County Fairground, Springfield, Ohio. Perhaps similar gatherings can be arranged in the future for our American friends. Mention of such reminds me, John Lazor visited us earlier this year and met a number of the Committee in London and we are pleased to welcome once again to the AGM Rod and Micky Jacobson, V12 DHC owners from Miami.

Our co-operation with AMOC continues with further liaison planned on future joint Events.

This is the third year the AGM has been held at the Potters Bar venue. It is Club Policy to move on every three years and the Committee is now looking actively at the suggestion of a location which would invite support and interest from the AML Factory.

The Beds/Bucks area has been provisionally suggested together with a possible visit around the Factory.

The Concours was judged this year by Brian Hyatt and John Stoneman. The Premier Award was won by Mr H. Jetzer with his M45 Tourer from Switzerland. The Class results are printed elsewhere, however this year, photographs were taken of the winning group in front of the hotel and made a fine display.

Those who attended this year's AGM will know that it was another splendid occasion which promises well for 1987. One would like to see an even larger turn-

out to beat this year's 60 car gathering!

The Committee thank the Membership for their support of the various Annual Events and I welcome comments and suggestions for the future.

JOHN BATT

AGM CONCOURS WEST PARK LODGE, POTTERS BAR 20.9.86

Car Club Trophy

H. Jetzer M45 Tourer (Switzerland)

Class 2/3-litres

Roger Firth UU 7571 2 Lt H/C Saloon

Peter Evans YY 62 16/80 Tourer

Class 4½-litres

Alec Downie GPD 117 LG45 Rapide

Roger Cook 399 GMO M45 Tourer

Awards of Merit

Geoff Seaton 4½ M45 Saloon

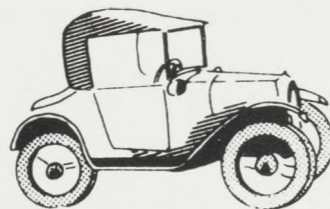
Post-War DB's

Not Awarded



John White's DB3L, 1955, at the AGM.

Photo: John Oliver.



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Alan Elliott displaying a sign of the times.

Photo: John Oliver.

Rapide LG45R-12267R.

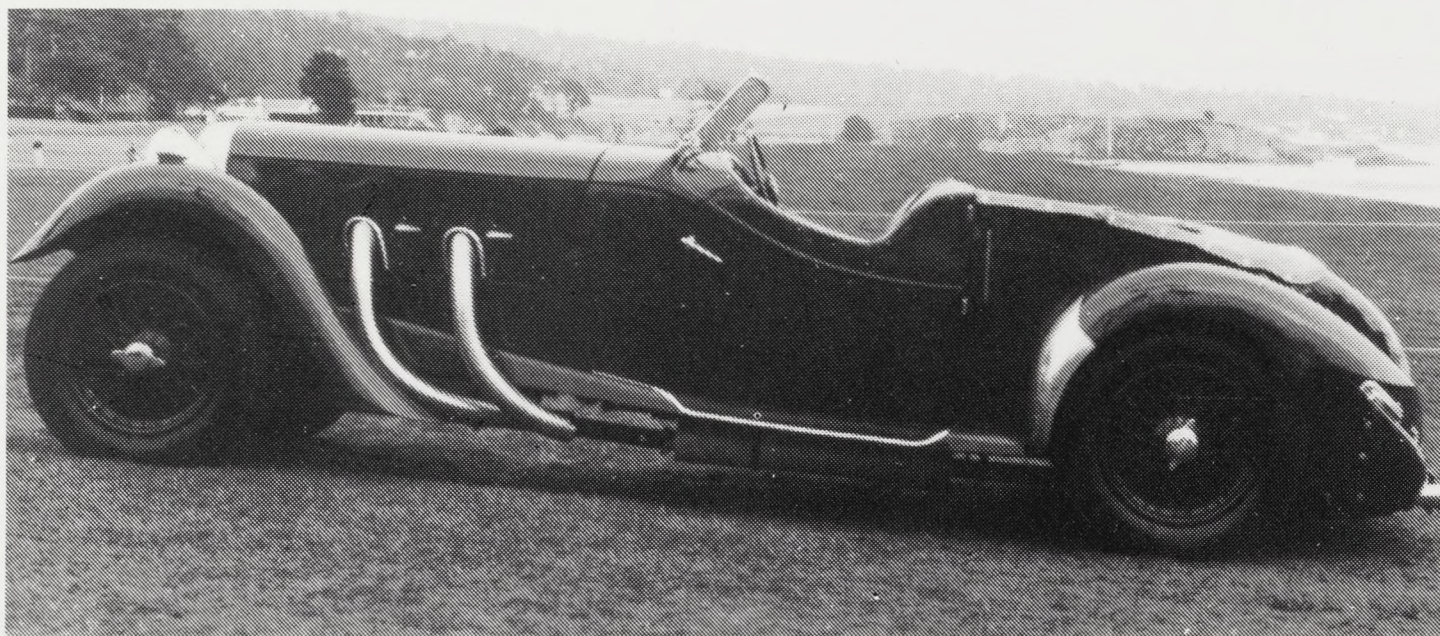
I THOUGHT you would like to see these pictures of LG45R-12267R. Two Rapides made it to Pebble Beach this year and, after twenty years of trying; I had one of them. Craig Davis had his V12R there as well. I am sure no Rapide has been there before other than "Frenchy", Jacques Harquindéguy's V12 two years ago.

"Frenchy" is trying to get the organizers to have a Lagonda Class some year but they are not sure we can get enough people to turn out.

By the way—this is a "white glove" inspection so the J2 MG won. Other cars in the class were a 4½ Bentley, 2.9 Alfa Roadster, Jag SS100 and SS90—any of which any of us would take before the J2—the joy is *being there*.

When I register the car here in California 12267R will get the California plate "RAPIDE" that John Bond gave me when he sent his LG6R "home".

GEORGE C. CHILBERG



LG45R-12267R at Pebble Beach, 1986.

Photo: George Chilberg.

A Note from Brooklands Museum.

OUR INTENTION THIS YEAR is to introduce Brooklands Museum to those of you who do not yet know us and at the same time to explain our aims. We welcome contact with the Clubs and interested individuals, either by phone, letter or in person, so that we may be kept aware of what you are doing and so that your needs may influence our thinking.

Brooklands closed as a motor racing circuit at the outbreak of war in 1939, but in recent years great efforts have been made to preserve as much of the track and buildings as possible, culminating in the creation by Elmbridge Borough Council of the Brooklands Museum. The Museum now comprises the Thirty Acre Site containing the major part of the Members' Banking, the Clubhouse and Paddock buildings, part of the Finishing Straight and the Test Hill.

The Members' Banking is impressive, too steep at the top for a person to stand upright. Whilst a part was restored by Gallaher last year, there is not enough track left for circuit racing, but there is ample space to accommodate other types of motoring events and Brooklands already has a limited programme of events organised for 1986 and we hope we shall recapture some of the pre-war atmosphere—"The Right Crowd and No Crowding"—perhaps?

The focal point of the Museum complex is the Clubhouse. This had been altered on a number of occasions since it was built in 1907, but has now been renovated by Gallaher Limited and will house a number of displays and exhibits representing the total history of Brooklands. Besides the development of motoring, and motor racing, the history of the site has been inseparably linked with aviation shortly after the track opened until today.

At this stage in our development of the Museum we are particularly keen to expand our archive and photographic collection and if you or your members

have any memories that we could preserve on tape, or if you have any photos, papers or objects connected with the track, which you feel would be of interest to others, please share them with us. If you would be happy to part with them on a short or long term basis, may we ask you to loan or donate them to the Brooklands Museum for the enjoyment of other enthusiasts? We would also welcome the opportunity to photograph items appropriate to the Brooklands scene so that we may help to adequately record the history of the track.

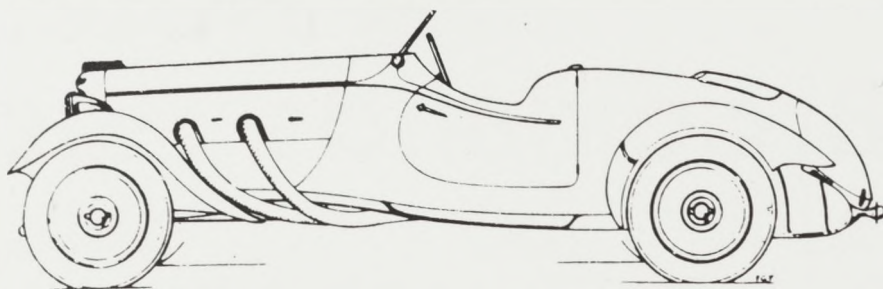
We are keen to build up a nucleus of a vehicle exhibition, and whilst we do not yet have a large enough budget to make an impact in the Auction scene, we can offer a secure, dry and insured home for suitable vehicles which can be loaned to Brooklands for a reasonable stay. We already have a number of aero engines, aeroplanes and bicycles to display and the Museum has the Wellington Bomber raised from Loch Ness in September, 1985, but we must now have motor cars to show too.

We are looking forward to a friendly merging of interests amongst all real Brooklands enthusiasts, with Brooklands Museum and the thirty acre site at the centre of pre-war motoring enthusiasm!

JOHN OLIVER

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Aston Martin Lagonda Factory Visit.

WEDNESDAY, 23RD JULY, was the day we, again, met outside the factory at Newport Pagnell.

The weather was not as kind as it had been on past visits but at least it only rained going to the factory and when homeward bound.

There were 19 members and friends having arrived in 5 pre-war and 1 post-war Lagondas, 1 modern and myself in the Armstrong—the D.B. still being in the process of a re-paint.

The first thing we noticed was the prototype Zagato parked out front. Although very impressive, it is not my choice—at £87,500 it couldn't be! The production run is for 50 only—all of which have been pre-sold and 26 completed.

The tour commenced this year in the service department, over the road to the production site including the engine

building shed and then back over the road to the trimming shop.

The rag top of the 'Volante' is made of material called 'Evaflex' patented and obtained from Rolls Royce. One customer specified his car to be in his country's national colours. The finished 'Volante' (which could only be gazed upon if one was wearing shades) had brilliant white body panels, pea green hood lined with bright red. As this material is purchased only in 1,000 sq. yd. rolls, if you fancy a green top, contact A.M.L.—you may get it at discount, particularly as the customer was charged for the complete roll anyway.

Again, a very interesting visit enjoyed by everyone.

My thanks to Roger Stowers of A.M.L. for the excellent arrangements and his personal guided tour.

H. TAYLOR

Ulster and the Tourist Trophy.

Situation Still Obscure—Bad Weather Delays Inspection of Courses

IN THE AUTUMN of 1927 a band of Ulster enthusiasts, among whom Mr Harry Ferguson and Mr W. W. McLeod were outstanding, secured the support of the Government of Northern Ireland in inviting the Royal Automobile Club to hold a road race for cars in the Six Counties.

The Government had been for some years sympathetic towards the running of speed events for both cars and motor cycles, and had, in 1922, passed an Act authorising the County Councils to close the public roads for the holding of such competitions, subject to the approval of the Ministry of Home Affairs.

The Royal Automobile Club was interested in the suggestion. It had not held a road race since the 1922 Tourist Trophy Race and "Fifteen Hundred" Race, which were run together on the mountain circuit in the Isle of Man in June of that year. The prospect of the revival of the "T.T." was very acceptable, particularly as the motor trade and the racing people generally seemed willing to support the project.

The first Ulster "T.T."

In Ulster the enthusiasm was immense. A subscription list was opened and the response showed that the local people realised the value of such an important event being held in the Province.

Negotiations merged into preparations, everything going with comparative smoothness and, on Saturday, the 18th August, 1928, the first Ulster "T.T." Race took place on the Ards Circuit, which had been chosen from among a number of possible alternatives, and had been made, with the unstinted help of the Government and the Down County Council, a course ranking high, even then, among European road courses.

The race was an outstanding success,

attracting an entry of no less than fifty-seven cars, and from the moment in which Kaye Don's Lea-Francis crossed the finishing line 13 seconds in front of Leon Cushnan's Alvis, the future of the "Ulster T.T." was assured.

A nine-year series

The history of the nine races of the series needs no repetition to readers of the "Review." Entries fluctuated, regulations were altered, the distribution of the prize money was changed, but the Ulster race remained the principal British event of the year.

Accidents took place occasionally, resulting, in some cases, in the death of competitors and officials, but until 1936 no serious accident involving spectators had ever happened.

Last year, however, a 1,089 c.c. Riley car, entered and driven by J. Chambers, a Belfast man, got out of control on its sixteenth lap in a fast bend in the main street in Newtownards. The car mounted the footpath and struck a number of spectators, eight of whom received injuries which proved fatal, while many more were very seriously hurt.

The sad occurrence threw a shadow over what was otherwise one of the best races of the series. The public prize distribution was cancelled, and "race night" in Belfast was changed from the usual evening of celebration and congratulations to a time of quiet and depression.

The disaster was deeply regretted on all sides, but at that time no anxiety for the future of the race was felt. Afterwards, however, a number of letters to the Press appeared, pointing out the danger of road-racing, and demanding that no such events be permitted again on the Ulster roads, and doubts became general as to the future of the race.

Prime Minister's invitation for 1937

Notwithstanding this, towards the end of 1936 an announcement was made to the effect that Viscount Craigavon, the Prime Minister of Northern Ireland, had issued the customary invitation to the R.A.C. for 1937, and that it had been accepted.

On the 26th January, 1937, a conference was held in Newtownards for the purpose of investigating the possibilities of further safeguarding the public during races passing through the streets of towns. At this meeting it was agreed that the only entirely safe method would be to prohibit the public from the use of the side paths adjoining the course during a race. Incidentally it has been stated by Lt.-Col. A. R. Gordon in a letter published in the Press that the Ulster Automobile Club was represented at this conference. This is not so. The Ulster Automobile Club has no official connection with the Tourist Trophy Race, and while several of its members and officials were present, they were there in other capacities, and it is incorrect to assume that the conclusions arrived at by those present at the meeting represent the views of the Ulster Automobile Club.

The next development took place at a meeting of the Finance and Law Committee of the County Council on the

5th February, at which Capt. A. W. Phillips, of the R.A.C., was present, and at which the matter was further discussed.

The Plebiscite

Subsequently, for the information of the County Council, a plebiscite of the residents in the streets forming the course in the towns of Newtownards and Comber was taken.

Those circularised were asked to say whether or not they approved of the holding of the race if no barricades were provided and the footpaths closed to pedestrians?

294 householders received these papers in Newtownards, and of these 108 voted for the holding of the race, 157 against, and 29 did not vote at all.

In Comber, of the 193 papers issued, 121 were returned in favour of the race, 71 against, and one recipient preferred to express no opinion.

Thus the totals were 229 for, and 228 against, the race being held under the conditions specified.

The result of this plebiscite was announced at a full meeting of the Down County Council held on Thursday, 25th February, when the finance and Law Committee refused to make a recommendation in either direction.

Anti-race propaganda

For some days prior to the date of the meeting the local Press had been overflowing with letters from correspondents demanding that the race should be discontinued. The majority of these letters showed that their writers were either misinformed or were prejudiced anti-motorists, of whom Ulster holds a very large number. In a general way it is no doubt quite true that letters written to the Press are better left unanswered. Nine out of every ten of them are simply written by "cranks" of some sort, either to impress their views upon the less intelligent majority, or to gain for themselves a little momentary publicity. But in the case of these letters it was perhaps unfortunate that no reply was made. It would have been easy to disprove many of the statements made, and to demonstrate the



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value of the Tourist Trophy Races to Ulster.

However, at that time no effective counter was made, either by the promoters of the race or by the very large section of the public which realises the benefits resulting from the event annually, and there is no doubt that the pessimistic views of the anti-race minority, left unrefuted as they were, must have influenced public opinion to some extent.

At any rate, at the meeting on the 25th February, the Down County Council, to the great surprise of the majority of those who considered themselves well informed as to the probable result of the Council's consideration of the matter, decided by 17 votes to 3 against permitting the R.A.C. to hold the race on the Ards Circuit.

Mr Andrews' views

The Rt. Hon. J. M. Andrews, in a speech which, no doubt, greatly influenced the members of the Council, coming, as it did, from a Cabinet Minister who was likely to be acquainted with the views held by the Government, said that they were all in agreement that it was unsatisfactory that the question of compensation of the injured and of the relatives of the killed was still unsettled. He strongly advocated the refusal of the Council to grant the roads for the race.

That Mr Andrews was not doubling the roles of County Councillor and spokesman for the Government was abundantly evident from a statement made by the Rt. Hon. Sir Dawson Bates, Minister of Home Affairs, immediately the Council's decision was made public.

"While the matter was one in which the decision of the County Council was final, and in which the Government could not take any action," said Sir Dawson, "the Government would, as in the past, do all in its power to help in securing a suitable course and in the organisation of the arrangements for the race."

Search for a circuit

The action of the Down County Council was followed by the receipt by the R.A.C. and the Ulster "T.T." Race Committee of an enormous number of suggestions

concerning alternative courses. Many local authorities and residents in the various districts sent in details of possible circuits, and public interest was roused to fever heat in the search for a venue for the race.

The Irish Free State and the Isle of Man authorities, too, sent invitations to the R.A.C. to consider the holding of the Tourist Trophy in their territory.

On the 4th March, the Club's point of view was expressed by Captain A. W. Phillips, who stated that there was no use inspecting or considering the possibilities of any circuit in Ulster unless an assurance was forthcoming that the County Council concerned would agree to the using of the roads for racing.

Subsequently, however, on the 8th it was agreed that the various suggested courses should be inspected by representatives of the Ulster "T.T." Race Committee, and that those considered by them to be possible circuits would subsequently be examined in detail by Captain Phillips.

Snowed-up courses

The examination of the suggested circuits was begun, and seven had been dealt with when the arrival of the recent snow storms and the consequent blocking of the roads made further work impossible.

It will be continued as soon as conditions permit, for the decision as to the venue of the race this year is becoming a matter of considerable urgency.

In the meantime, certain of the residents on the Ards Circuit have organised another plebiscite, unofficial this time, and although it is incomplete as yet, it shows so far 582 in favour of the race, 57 against, and 15 indifferent. The organisers of this plebiscite sent a deputation to the Rt. Hon. J. M. Andrews, who informed its members that his views, expressed at the County Council meeting, were unchanged.

A further deputation will, it is understood, request reception by the County Council. It seems unfortunate that these local residents who favour the continuance of the race did not make their influence felt in the early stages before the County Council had made its decision.

In the meantime, there is a host of

suggested circuits to be considered and, in spite of the urgency of the matter, the condition of the roads makes their examination impossible.

The future, therefore, of the series of races which began amid such enthusiasm in 1928, is very much in the balance. But

one thing is certain, if Ulster once loses the Tourist Trophy, it will never come back.

The decision is one which must be made, and quickly made, by the Ulster people themselves.

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Then, painted, waxed internally and undersealed, the unit goes into the panel shop where work has been going on to hand-form the body panels—from flat sheets for the Lagonda, and from rubber-pressed panels for the V8. The unit, now fitted with its bodyshell, goes next into the paintshop on the first of its three visits, where all the basic preparation, up to half-painted stage, is carried out.

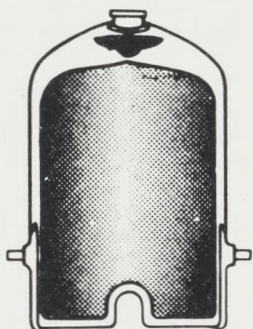
Then onto the production line where, starting with electrics and a variety of body

parts, it is built to a point where with the aid of a 'slave' seat and steering wheel it can be prepared for the first part of its road-testing. Clear of this test it returns to the paintshop where the paintwork is completed prior to final polishing stage.

Final assembly—i.e. fitment of proper seats etc., and in the case of a convertible, the hood, and various other parts—is followed by the final road test, to be followed by the final paint inspection and polishing.

You have just read through a process which, in the case of the V8 has taken three months, and for the Lagonda four months, representing 1,200 or 1,800 man hours respectively; if the car is built to American specification, add a further 400 hours.

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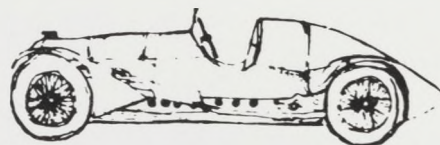
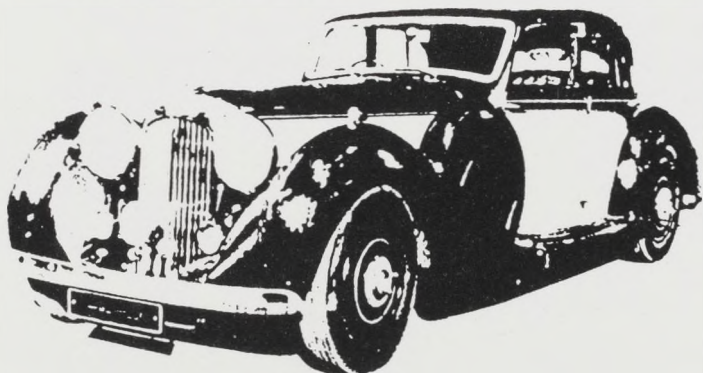


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At Last . . . The Jaguar Joke.

The monkey was feeling a bit miffed because he had lost his tool and so he went off into the jungle to find the elephant.

"Hello Elephant", he said, "have you seen my tool?"

"I don't know", said the elephant.

"What does it look like?"

"It's about six inches long with four points on the end."

"No, I'm afraid I haven't seen anything like that. Why don't you ask the giraffe."

So he went off into the Jungle to find the giraffe.

"Hello Giraffe", he said, "have you seen my tool?"

"I don't know", said the giraffe. "What does it look like?"

"It's about six inches long with four points on the end."

"No, I'm afraid I haven't seen anything like that. Why don't you ask the hippopotamus."

So he went off into the Jungle to find the hippopotamus.

"Hello Hippopotamus", he said, "have you seen my tool?"

"I don't know", said the hippopotamus. "What does it look like?"

"It's about six inches long with four points on the end."

"No, I'm afraid I haven't seen anything like that. Why don't you ask the crocodile."

So he went off into the Jungle to find the crocodile.

"Hello Crocodile", he said, "have you seen my tool?"

"I don't know", said the crocodile. "What does it look like?"

"It's about six inches long with four points on the end."

"No, I'm afraid I haven't seen anything like that. Why don't you ask the tapir."

So he went off into the Jungle to find the tapir.

"Hello Tapir", he said, "have you seen my tool?"

"I don't know", said the tapir. "What does it look like?"

"It's about six inches long with four points on the end."

"No, I'm afraid I haven't seen anything like that. Why don't you ask the hyena."

So he went off into the Jungle to find the hyena.

"Hello Hyena", he said, "have you seen my tool?"

"I don't know", said the hyena. "What does it look like?"

"It's about six inches long with four points on the end."

"No, I'm afraid I haven't seen anything like that. Why don't you ask the Jaguar."

So he went off into the Jungle to find the jaguar.

"Hello Jaguar", he said, "have you seen my tool?"

"I don't know", said the jaguar. "What does it look like?"

"It's about six inches long with four points on the end."

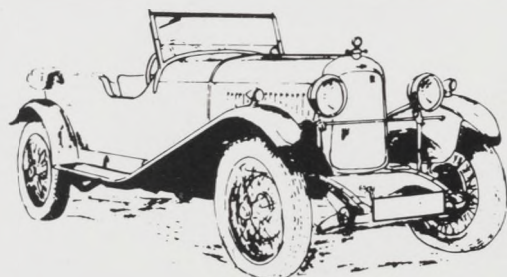
"Yes, I found that a day or two ago and ate it."

"What on earth did you do that for?"

"Well, I am a four point tool eater jaguar!"

Found by Dr John Turner in the Sheffield and Hallamshire Motor Club Gazette.

TRAD. ARR. ANON.



Colorado News.

THE PURPOSE OF THIS is two fold. First to tell you of the recent Colorado Conclave of English Cars held in Arvada, Colorado, a suburb of Denver. This was the 3rd annual show, and was held on Sunday, September 14th, 1986. I did not attend the first one in 1984 but I went last year and this. Last year we had 415 cars and this year we had 465!

Really, why I write you is to tell you that my Lagonda Rapide was the only Lagonda (as it was last year). There are only 3 Lagondas left in Colorado, Ken Mausolf having sold his sedan DeVille to a museum in California. This leaves only Jim Durbin's '38 drophead with a Meadows (in the Denver area) and Worth Shrimpton's '38 drophead in Craig, Colorado. Some 250 miles to the west.

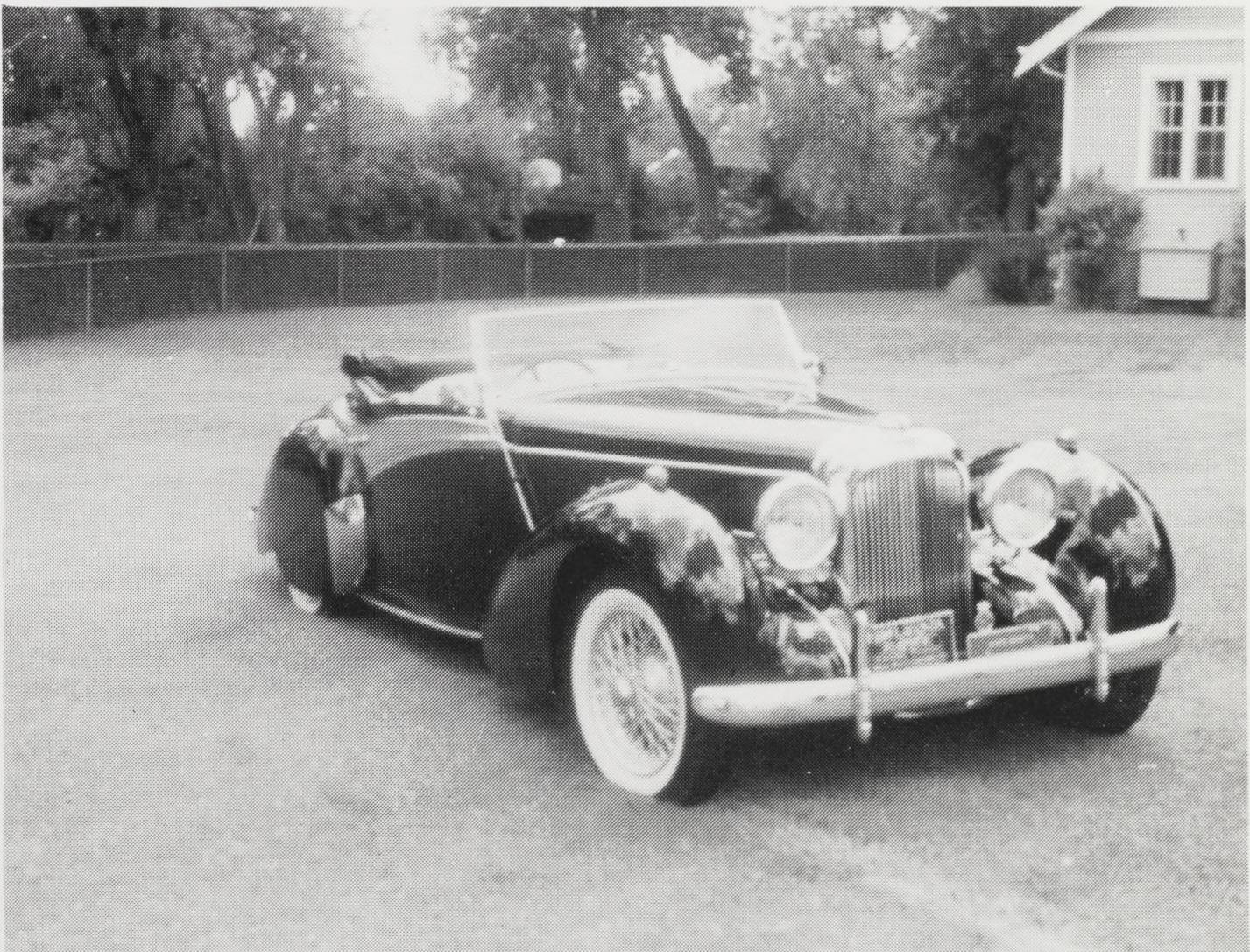
I am enclosing a picture of my Rapide, which has just been restored, inside and out. As you can see the belt on the body

has been polished out and a tiny red pinstripe accentuates the aluminium. The interior has been replaced with black vinyl with red trim. Many people at the meet said it was by far the prettiest car there. So far as I know there was no judging.

As long as I'm writing this I should give you some history of the car. It was brought to USA c. 1945(?). Eventually it wound up in the hands of an old radio and nightclub star. He had two teenage sons who burned up the Lag V12 racing it in New Mexico. He (Phil Reagan) took it back to California, put a '51 Cadillac in it with headers, dual Carter carbs, Edelbrock intake manifolds Mallory coil and distributor.

I swapped short blocks and the car now has a '53 Cad with about 6000 miles. Reagan had all the chrome replaced with 14k gold but I couldn't afford that so it's now all chrome.

TRUMAN A. STOCKTON, JR



Truman Stockton Jr.'s 1939 V12 Rapide.

Photo: Truman Stockton Jr.

Letters to the Editor.

Shalbourne
Nr. Marlborough, Wilts

Dear Sir

"Out and About" is presumably a broad over-view of the Lagonda Scene, as seen from the Editorial Chair.

In the last magazine it was wholly devoted to "The Editorial Rebuild". This in itself might be exciting news if we knew what the Editor was rebuilding. A deal of Extra-Sensory Perception is necessary to drive a 2-litre and to re-build most Lagondas: but does it run to clairvoyance as to the happenings behind the closed garage doors of Shirley?

Maybe, in due course, the Editor could persuade the Editor to write an article on the editorial rebuild, thereby filling the pages of the magazine with blow-by-blow information, and at the same time freeing "Out and About" on the front page for the Wider Lagonda Scene.

The foregoing remark always presumes that there is a wider Lagonda scene than the editorial garage.

Yours sincerely

DUNCAN WESTALL

PS—With a twinkle in the eye.

Q. Editorial rebuild of what?

A. A 2-litre low chassis, 1930 Lagonda.

Q. Two cars (photographs of). Other photographs of the two cars. Which cars?

A. The two low chassis 2-litres built by the works for the 1930 Brooklands Double 12 race. One entered by the works and the sister car entered by Gaffikin Wilkinson. The Gaffikin Wilkinson car being the car the rebuild is about (PG 8804, competition no 40, driven by Sharman and Stone.)

Q. Happenings behind the closed garage doors of Shirley?

A. Not too much but it is hopefully legal.

Ed.

Charlesworth
Cheshire

Dear Sir

If we have to reduce the level of the Club magazine to a downmarket "Sun" by displaying Brown's horrible legs on the front cover of the magazine, then I can only assume that you will be certainly interested in publishing the enclosed photograph showing a couple of tastefully posed young ladies on the running board of Captain Barkers Essex Super Six. From memory we were en route for a weekend in the Lake District.

HERB SCHOFIELD

At least the good name of the Lagonda was not involved, Ed.)



MAGAZINE CONTRIBUTIONS BY:

WINTER:
SPRING:

31st December
30th March

SUMMER:
AUTUMN:

30th June
30th September

Seapatrick
Banbridge
Co. Down, NI

Dear Sir

Reading John Oliver's item "on buying a car" in the Summer edition of 'The Lagonda', I was amused at his reference to the visit to Coys of Kensington where he viewed a huge M45 tourer in the half darkness, off Sloane Square.

John's loss was my gain as I am now the proud and happy owner of AKH 883 which I bought from Mr Jameson in exactly the circumstances he describes.

Having "lorried" it back to Ireland in the dead of winter it needed only a good tune-up and the replacement of a missing exhaust system and other minor items to make it a reliable comfortable and most attractive carriage which I have rallied throughout the summer. Incidentally, the car also competed in a 3-lap run over the Ulster T.T. "Ards" Circuit on 8/8/86 to commemorate its Golden Jubilee.

Yours faithfully

BILL FERGUSON

PS—No I'm not going to re-body it.

Matley Moor Cottage
Cheshire SK14 4EG

Dear Sir

I must congratulate you on your choice of subject on the front cover of the Spring issue of the magazine. This with the foresight of the photographer has captured and put on record what must be the most magnificent and original example of this model to be seen in this country and probably the world.

It is obviously directly descended from the unique Lagonda mould being graceful, elegant, packed with power instant starting in all weather and good for 1000's of miles with nothing more than a routine service.

Having said this I must admit I am worried about the spares situation as none for this model appear in the spares list. However what concerns me more is now that all the fine details of this excellent original model have been clearly recorded in the inevitable number of replicas that will quickly appear, and these except to the most knowledgeable will be mistaken

for the original.

In the past I have asked the club to institute a plateing scheme similar to the V.C.C. to minimise the possibility of passing off but now I beg them to do so for such rare and original models highlighted on your cover picture. Failing this I see myself being cited, wrongly probably, in an increasing number of divorce cases due to the inability of being able to distinguish the replica from the original. Although I can start the agony it seems somewhat unfair not having enjoyed his ectasey.

As it is obvious the magazine is now moving up market I hope to be able to submit a suitable page 3 photo in the near future.

Yours the original not a replica

ALAN BROWN

Shalbourne
Nr. Marlborough, Wilts

Dear Sir

The Newsletter is acclaimed as the key communication to Lagonda Club members.

A single Newsletter (plus a spares sheet) costs 10 pence to reproduce. Thereafter, it costs a further 28 pence to fold, envelop, address and post—leading to a total "on the streets" figure of 38 pence.

Don't we deserve something better for £3,000 per annum than these small-print close-typed pieces of paper?

I suggest that the Newsletter Editor—an experienced author—be encouraged to seek a substantial improvement in the quality of the single-page news-sheet in this day and age of cheap word-processing or type-setting: better layout, better margins, chronologically arranged: maybe with diagrams or fillers, to fully occupy both sides of one A4 sheet.

I suggest that the cost of producing the single double-sided sheet could increase by up to 50% from 5p to 8p, while only increasing the "on-the-streets cost" from 38 to 41p.

Would't it be worthwhile, seeing that we are inevitably spending 28p on wrapping, addressing and postage?

Yours sincerely

DUNCAN J WESTALL

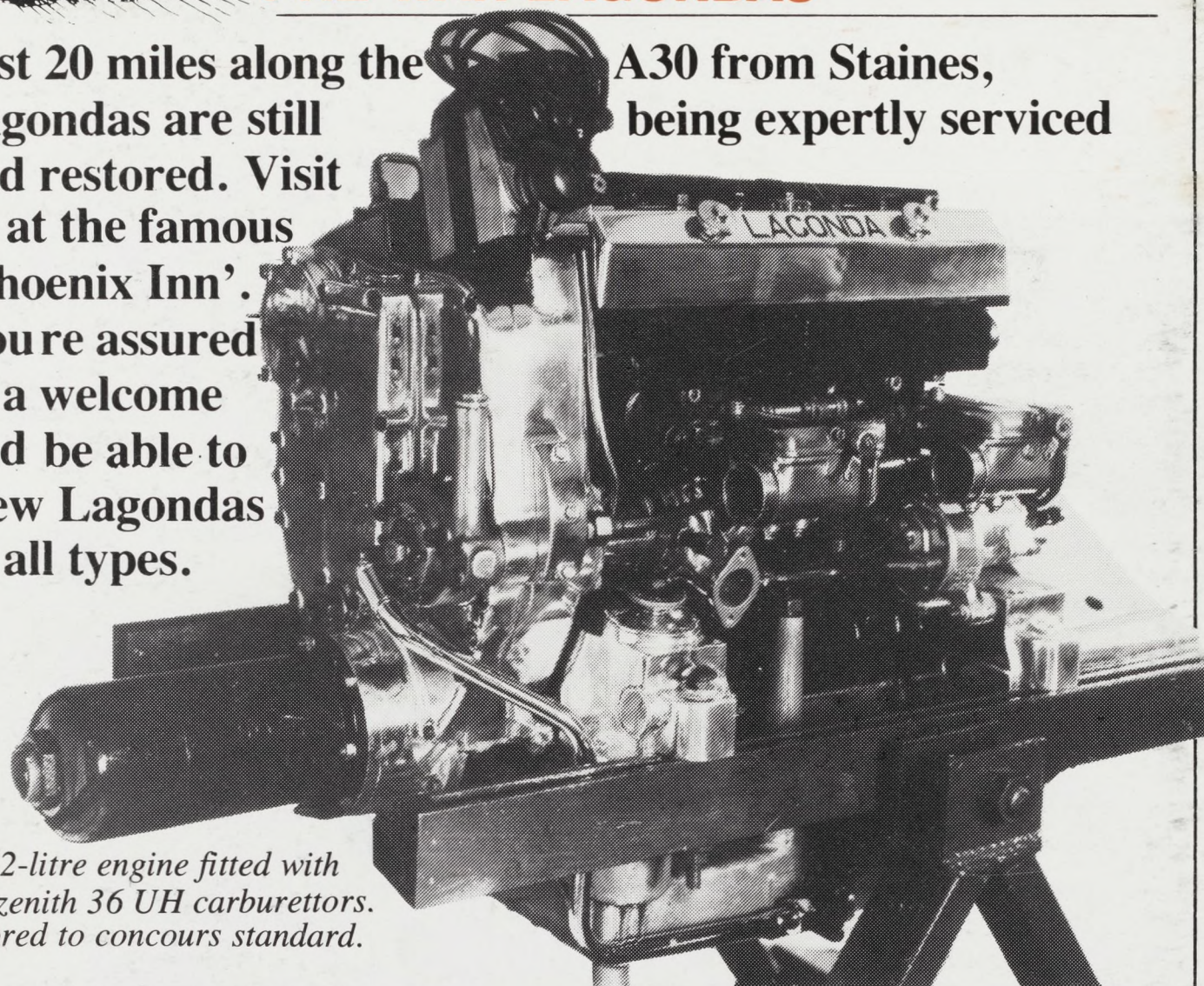


Peter Whenman

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Lagondas occasionally bought or sold.

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nr. Basingstoke, Hants RG27 8RT. Tel: Hartley Wintney (025 126) 2589**