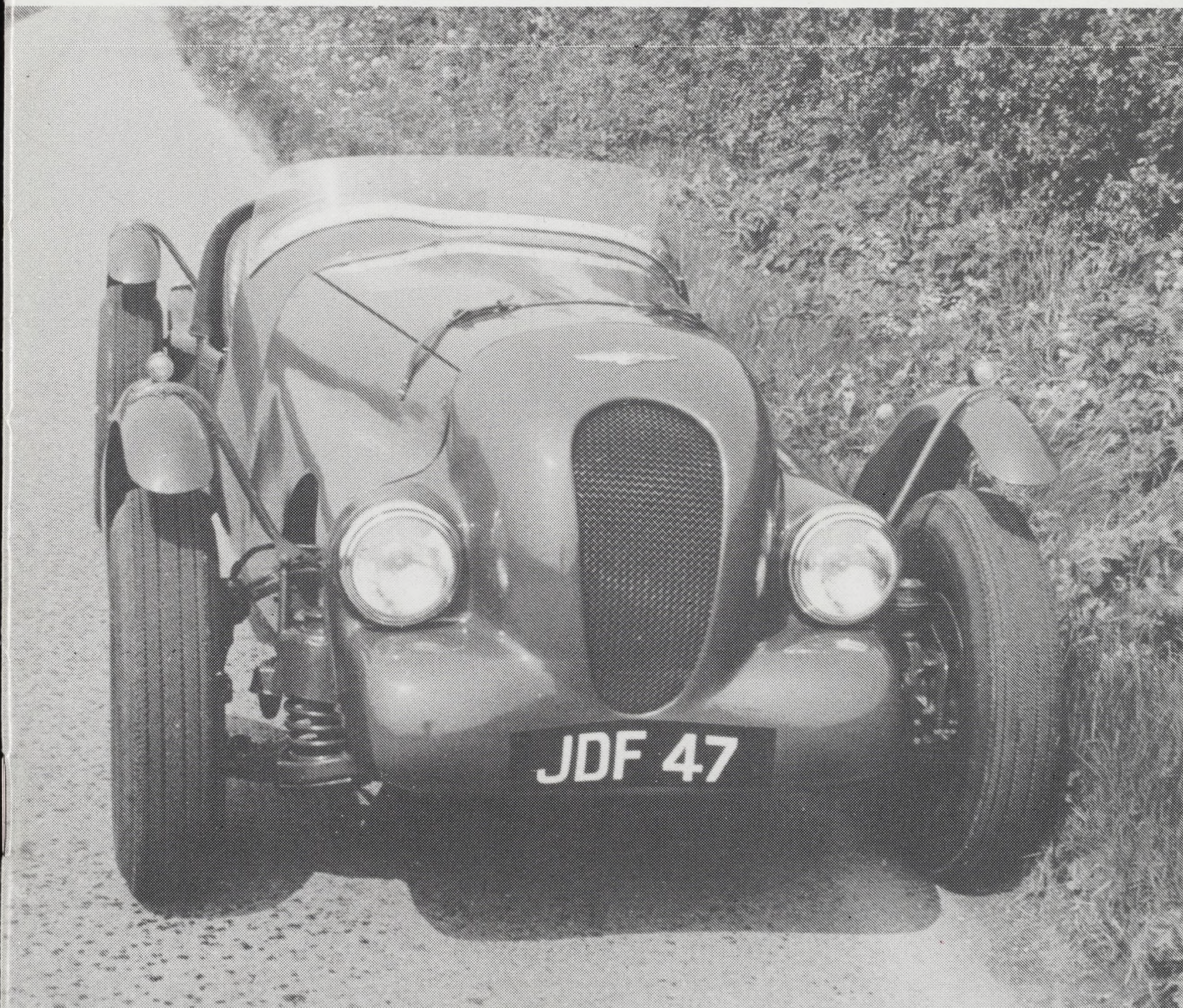


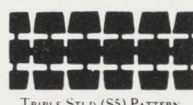


THE MAGAZINE OF THE
LAGONDA CLUB

Number 133 Summer 1987



Veteran, Vintage, Classic & Contemporary



TRIPLE STUD (S5) PATTERN



F4 PATTERN



B5 PATTERN



D2 103 PATTERN



R55 PATTERN

Crossply: Dunlop, Lee, Bedford, Fulda, Firestone, Universal/Lester, Ceat, Avon, Denman, Olympic, Fort, Pirelli, Mabor.

Beaded Edge: Dunlop, Bedford, Firestone, Universal, Durandal. Wheel rims also available.

Bibendum: Michelin, Durandal, Firestone.

Straight sided: Dunlop, Universal/Lester.

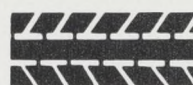
Racing: Dunlop CR65, CR70, R1, R5, R6, 5-stud.

Low profile: 55/60/70% profile Dunlop, Michelin and Pirelli performance range.

Motorcycle: Dunlop, Avon, Cheng Shin, Universal/Lester.

Whitewall: USA wide Whitewall in many makes.

Whitewall trims: Sets to fit 10, 12-17 inch tyres.



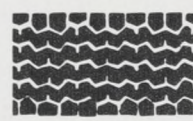
CHEVRON PATTERN



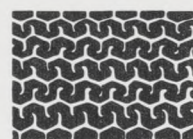
5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN



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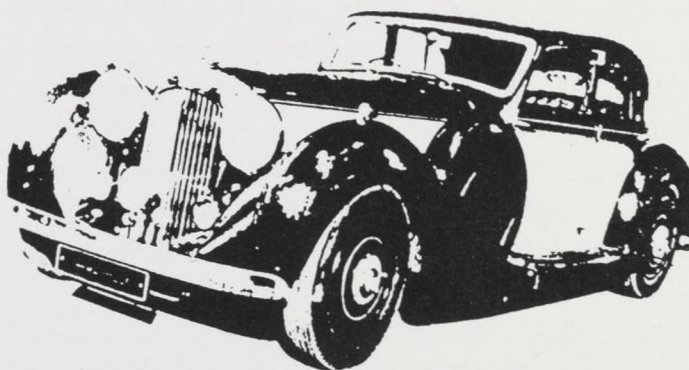
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FRONT COVER:

*John Weatheritt's DB 2.6 Lagonda
Special, JDF 47.*

Photo: John Weatheritt.



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Out and About.

IS THERE anybody out there, as a Club member, who owns the new version of the Lagonda? If so would they care to put pen to paper and tell the rest of us of the delights of owning and running such an adorable piece of machinery.

It would also be nice if owners of the DB range of cars would do the same.

It does seem that the earlier cars seem to get plenty of coverage in the magazine.

Is this due to the fact that there are more out of and in-club events for the earlier types of Lagonda? Race meetings, rallies, driving tests and such.

Certainly the V.S.C.C. events encourage the Vintage and P.V.T. cars by the rules and dates of acceptable cars.

The later cars, I assume, are catered for by A.M.O.C. and possibly local area clubs which allow the cars to be used competitively, if so desired, in races, sprints, hill climbs, and driving tests that they run and which may not attract the early cars.

The Club's own A.G.M. though is certainly an event where fortunately the range and age of the cars is comprehensive which is as it should be.

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 the Frampton Arms, adjacent to Moreton Rly. Stn. on B3390, Bere Regis. Map reference 780 891, Sheet 194.*

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Peter Alfred Hunt.



PETER HUNT died suddenly on 28th June 1987 following a heart attack. He was 64. He was known to many Club members for his work on Lagondas and other vintage and post-vintage cars. He had built, worked on and prepared for racing the writer's cars for over 30 years. He learnt his trade in his father's garage at Salfords, Redhill, Surrey, a well known repairer of Bentleys.

After War Service he returned to his father's business but later, with the aid of friends, started on his own.

A man of few words on the subject of cars and those often pithy and to the point. But he never refused to help if asked such as at race meetings and never showed up owners who perhaps should have known better about their particular car's malaise! A true motor engineer of the old school. I have lost an old friend and vintage racing will, to me, never be quite the same. To his widow, Kay, and his children and step-children our sympathy.

JAMES CROCKER

Lagondas in Books.

I have recently been reading a very interesting book, *Battle for Britain*, the recollections of Wing Commander H. R. 'Dizzy' Allen, DFC. These excerpts are included with due acknowledgement to Corgi Books.

Dizzy flew Spitfires during the war and it was after his first crash and release from the RAF hospital that he recounts, "Reluctantly I climbed into the two-litre Lagonda which was my pride and joy and drove home."

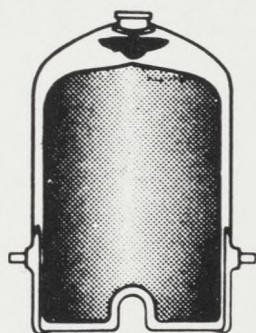
Following the next crash-landing he continued, "I found another pilot available to drive me down in the Lagonda as my arm was still in a sling and I couldn't drive. He kept crashing the gears, much to my fury, although there were admittedly quite a few tricks one had to learn to make a

clean change of gear in that car."

However, the Lagonda story concludes a little later with the explanation, "I had exchanged my Lagonda for a three-litre Bentley and I was given extra petrol coupons for the purpose of making staff visits to the stations when the weather was too bad to use the communications aircraft."

There are further references to the Bentley in the book and of course his Royal Air Force exploits are fascinating. I am reassured to find that I am not the only one who has difficulty in changing gear with a two-litre Lagonda. Does anyone know if Dizzy's Lagonda still exists and if so, who owns it now?

ALAN ELLIOTT



GWR

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Lagonda Reunion After 60 Years.

TWO FORMER LAGONDA COLLEAGUES who hadn't met for nearly 60 years enjoyed a reunion at the Aston Martin factory in Newport Pagnell.

Fred Tucker, who is 90, and Dennis Hawkins, a spritely 79-year-old, were both employed in the 1920s at Lagonda's factory in Staines, Middlesex.

Fred, now living in Wharfedale Road, Margate, first joined Lagonda in 1915, but within months was called up to fight in the Great War.

Four years later, after seeing action at Somme and Ypres, he rejoined the company in the engine department and stayed until 1947, the year before Lagonda was taken over by Aston Martin.

Dennis, of Piggots Hill Lane, Harpenden, was with the company from 1924 to 1929, when he left to join Vauxhall.

Their nostalgic reunion, which was arranged by Aston Martin Executive Chairman Victor Gauntlett, came about by coincidence, for Fred wrote to the company earlier this year about some old Lagonda documents he came across at home.

At about the same time Dennis also wrote to Newport Pagnell asking for a current brochure.

Seizing the opportunity, Mr. Gauntlett arranged for them both to be chauffeured from their homes in his DB6, and organised a guided tour, lunch, and the presentation of some mementos.

To Dennis's amazement, Fred remembered him from the Lagonda days, and both were able to spend time reminiscing.

"Both Fred and I were most impressed by the care and quality which goes into the

cars today," enthused Dennis. "And everyone was so friendly. It was a marvellous day."

Fred, who despite a certain amount of physical frailty still has a most active mind,

must be one of the few people alive today who worked with Lagonda founder Wilbur Gunn.

"A fascinating man," was his verdict.

ASTON MARTIN LAGONDA



Fred Tucker (left) and Dennis Hawkins—and Lagonda—at their factory reunion. Photo: Aston Martin Lagonda.

Supercharged 2-Litre Cars.

IT IS GOOD TO SEE the recent upsurge of interest in these cars. Supercharging has fascinated me over the years. For a while I ran my first Rapier BLA 920 with a large Wade Blower, then along with Tony Wood built and ran the *Woodbatt Special* for a number of years. Currently I run a turbocharged MG Metro.

Our 3 owner 2-litre EV 4604 was originally thought to have been supercharged, but when acquired in 1963 was fitted with an O.H. high chassis engine. I soon decided to fill the large gap between the timing cover and radiator!

Now, approximately 20 years later I have acquired most of the essential blower drive components! Jeff Ody had earlier agreed to sell me an L/C engine with counter balanced crankshaft so I set about a complete rebuild.

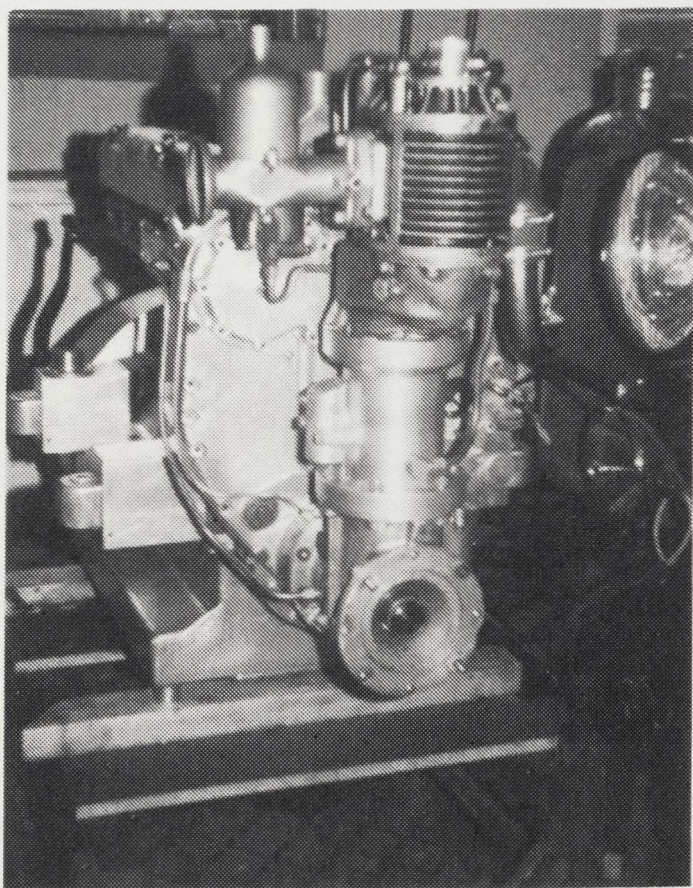
I have enjoyed Dick Raynes' recent articles and letters on the subject and am pleased to note several members are now

trying to return their cars to full supercharged trim. Hopefully the Alan Brown project will hasten this splendid situation.

My engine is now almost completed and very soon will be back in the car. Susie and I had hoped to finish the work last winter but things have been somewhat delayed by overseas business commitments getting in the way of important things!

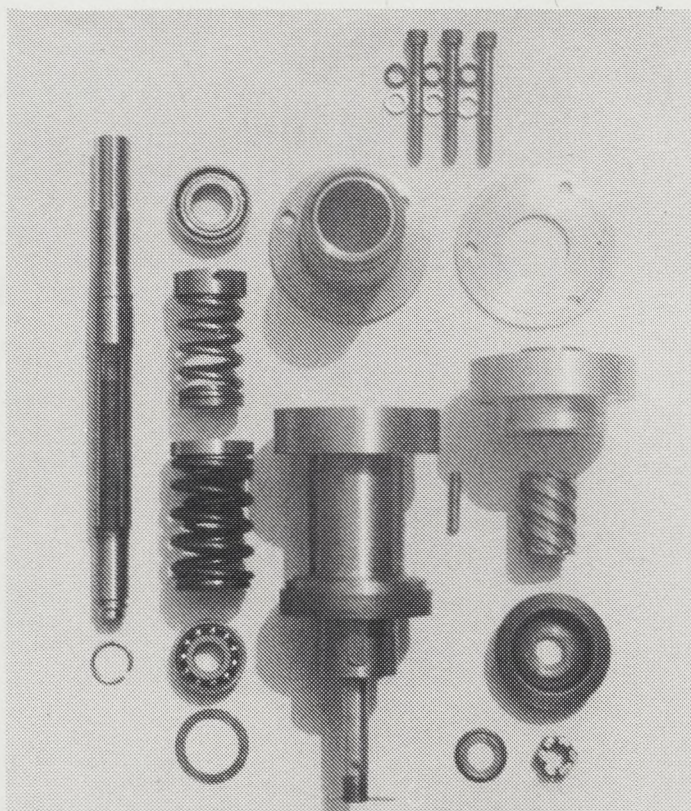
The enclosed photograph of the almost completed engine assembly may be of interest. You will note the gear driven Roots Blower. I have long been sceptical of the reliability and efficiency of Vane units as originally fitted, since the need to add oil to the fuel for essential lubrication reduces the octane rating and under certain circumstances can give pre-detonation. Under extreme conditions of blow-back the Vanes become damaged and the casing could be destroyed.

Tom Catnach and Phil Ridout both run



Supercharged engine part assembled.

Photo: John Batt.



Internals and casing of spring-loaded cushion drive unit fits into aluminium casing below Roots blower and above original drive gear box.

Photo: John Batt.

identical gear driven Roots units very successfully, so this has become my choice.

To take care of the inertia loads I have incorporated a cush drive assembly which is located in the spacer section between the drive box and the blower. This is principally Phil's design, it being a spring loaded mechanism working in conjunction

with a Bendix starter dog arrangement.

I have also incorporated a number of minor changes and "improvements" within this new engine and will perhaps drop you a line by way of explanation and for general interest, once I know everything works!

JOHN BATT

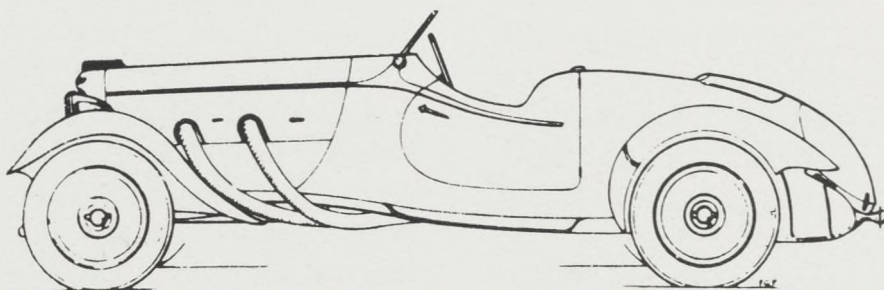
Monk Fryston, 1987.

APRIL THE 3rd is not a significant date. But to 90 or so Lagonda Club Members it is of great significance, a date not to be forgotten. Whether it be the hangover you had last year, the meal, or the tales of our resident raconteur Herb Schofield. It is of course, the Northern Dinner held as usual at The Monk Fryston Hall Hotel. The last bastion of the Lagonda Clubs Northern Mafia and a mecca for southern members.

However, my wife and myself motored over from North Wales on Friday morning in the DB5 to Beverley to see Don Hoggard. Only to arrive a bit late having

accosted an LG45 belonging to David Taylor en route.

By 5.30 p.m. most of the usual crowd had arrived. Some members came in proper cars, but those preferring creature comforts came in saloons, they being Jeff Ody 3-litre, David Hine M45, David Taylor LG45, and David Price Crossley. Plus Noel Stebbing M45 Tourer and Dennis Clarke 2-litre Tourer. Mega posers arrived in suitable cars they being Roy Hatfield LG45 Rapide and Joe Harding LG6 Rapide (scrounged for the occasion). Notable absentees this year included Cliff



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Walmsley, John Harris (Mud Plugging on a V.S.C.C. Derbyshire trial), Bob Alexander (subcontracting to Midland Red), and Phil Erhardt, (prior engagement at Frankfurt for sausage manufacturers convention). New faces included John (with a name like that you should be on the committee) Horne, from Ambleside, Simon Carrel from London, David Taylor from Birkenhead, and Noel Stebbing, who hails from Hale in Cheshire.

The bar opened half an hour early this year at the request of some members, we were ushered into the lounge so as to enable other guests not to be intoxicated by the technical talk which abounded.

Seats were secured for dinner at 8 o'clock dinner being Egg Mayonnaise for starters, Chicken with Mushroom Sauce (again) with Vegetables followed by Applie Pie and Cream, Cheese and Biscuits and Coffee.

Rumour has it that some of the Northern Mafia are campaigning for the option of Tripe and Onions or Black Pudding next year, to test the constitution of their Southern counterparts. None-the-less the meal was enjoyed by all and sundry. To be followed by two short speeches by Jeff Ody and Alan (P.J. Proby) Brown. Alan not doing his usual down the trousers act much to the disappointment of some of the females present. This being the highlight of their evening (apparently he forgot his underpants this year).

The next speech was the one everybody was waiting for. This being Herbert's. This year being no exception. It was absolutely

hilarious to say the least, mainly about his letter from Norman Fowler with the rules to be observed by Motor Clubs regarding AIDS (NOT.... Automobile Internal Diagnostic Systems I might add). Needless to say it was unprintable.

After Herbert's speech we were treated to one of David Hines Monologues. This year about Horace the Cricketer and his prowess with Balls. (I bet he comes from Yorkshire).... This was followed by the Prize giving. Captain Barker (the Norths answer to Rudolph Valentino) had a field day, whilst Miss Squires did her bit for womens lib by collecting a Trophy.

At approximately 11.00 p.m. most people had filtered through to the lounge to finish off the evening. By midnight most people had retired to bed (us included) so I have no account of the midnight oil tales.

.....Saturday morning.....Breakfast..... Hangovers.....and the sad end of another enjoyable Northern Dinner. Some trading was done amongst the Entrepreneurs and by 11.00 a.m. most people had made their way home either in ancient or modern transport.

It has been noted that not many people made use of the music available this year. Is this to be continued we ask? Your comments would be welcome please.

It would appear that our venue The Monk Fryston Hotel has been extended since last year so there should be no problems as regards accommodation for next year.....Roll on 1988.

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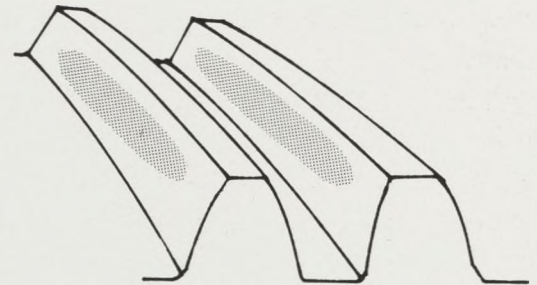
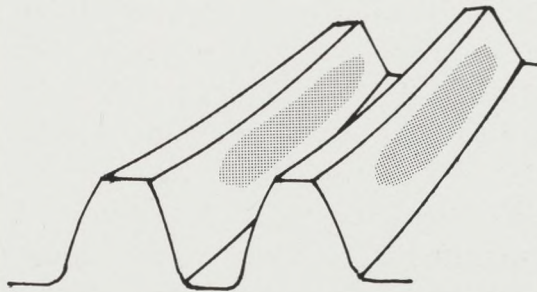
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Crown Wheel Teeth.

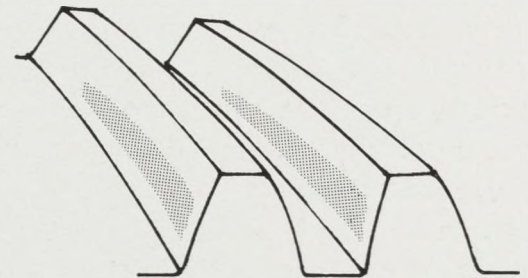
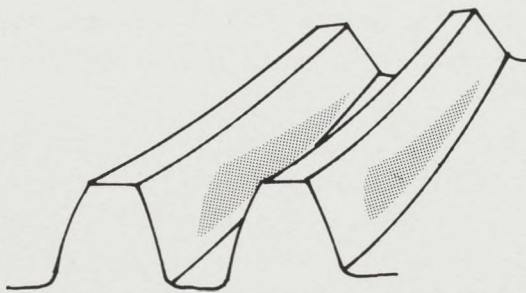
Drive Side.

Overrun Side.



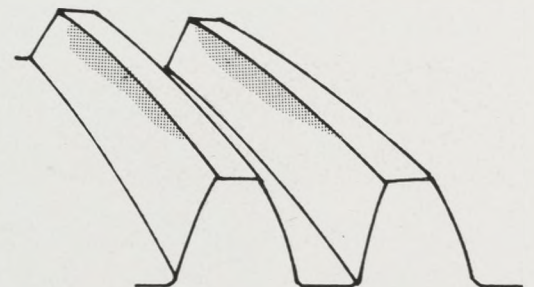
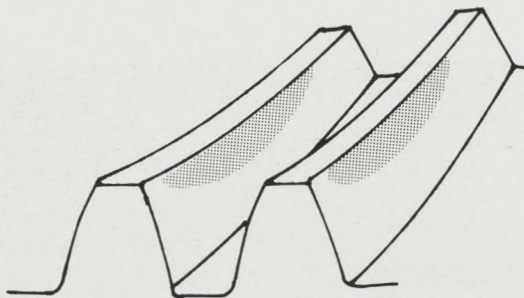
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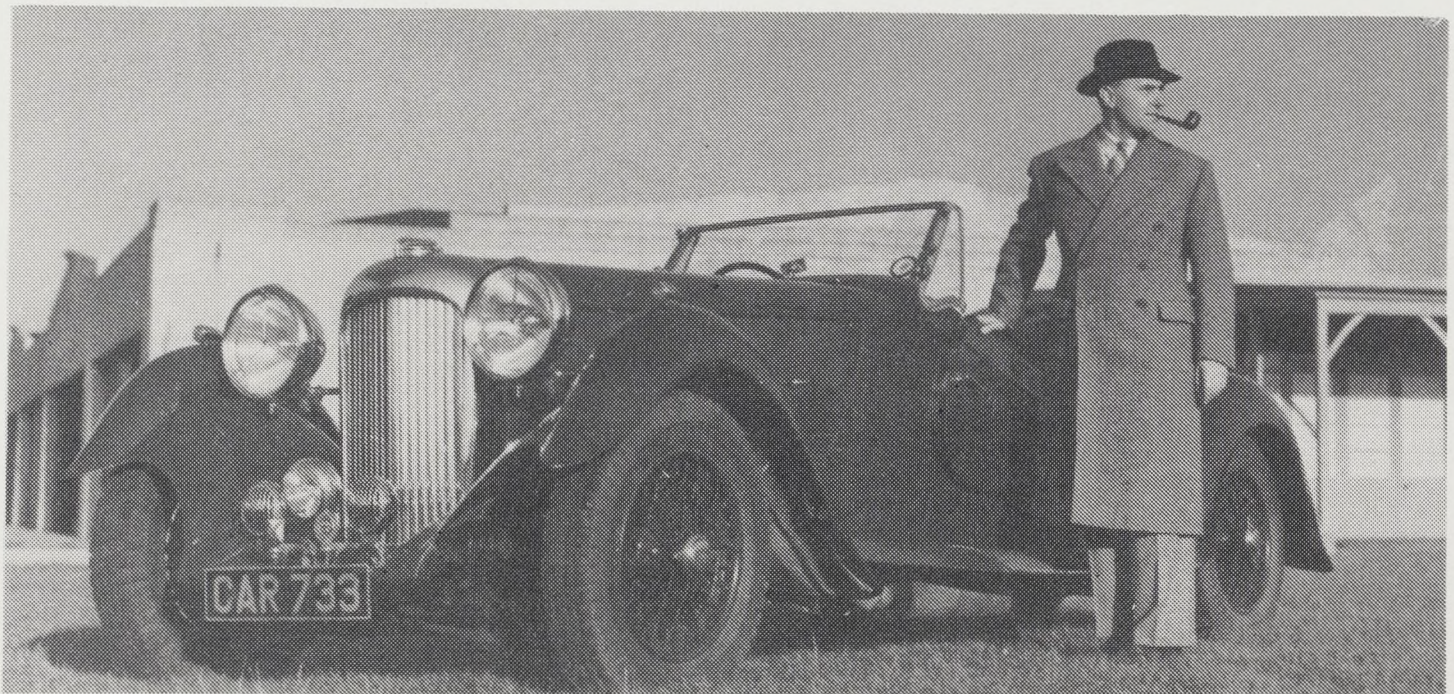


Remarks:—

Pinion away from centre of crownwheel. Move pinion toward crownwheel and adjust crownwheel for backlash to obtain correct marking.

IVAN FORSHAW

Sir Ralph Richardson & CAR 733.



HEREWITH 1937 publicity photographs of the late Sir Ralph Richardson with his 1936 LG45 Rapide which you may like to include in the next Lagmag. The car still exists and has been in the hands of John Davenport for the past 25 years. Another

interesting note this same car was used on the 1937 Monte Carlo Rally driven by Good & Brackenbury.

Subsequently Sir Ralph had a V12 Rapide.

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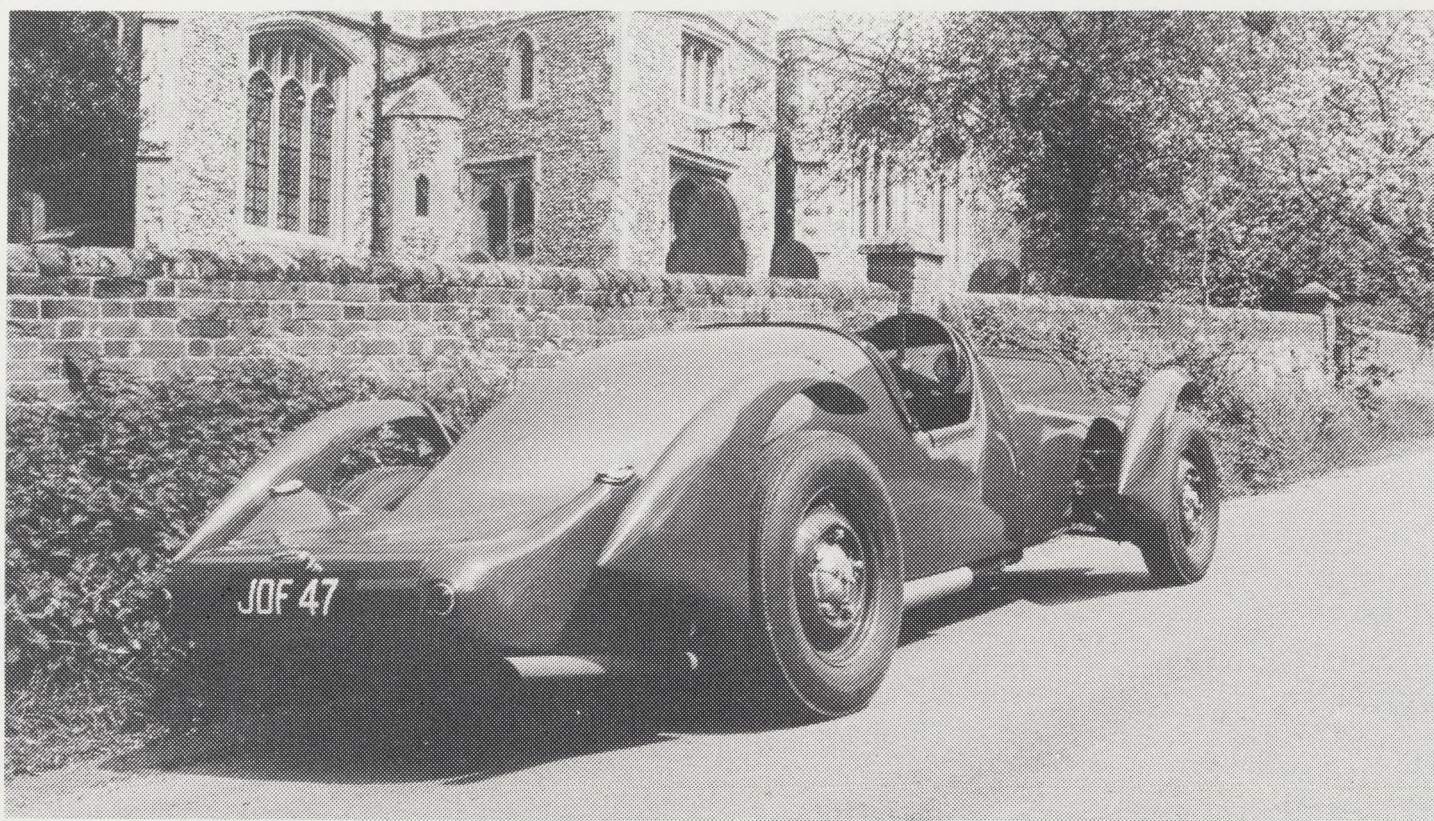
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An Exercise In What Might Have Been.



DB2.6 Lagonda Special, JDF 47.

Photo: John Weatheritt.

THE SECTION ON LAGONDA in the second edition of Gregor Grant's book *British Sports Cars*, published in December 1947, contains a description of the post-war car designed by W. O. Bentley, and concludes thus: "Connoisseurs are of the opinion that in the new 2½-litre Lagonda we have the complete answer to the medium-sized sports cars for so long highly developed on the Continent by Delage, Delahaye, Darracq, Alfa-Romeo, B.M.W., and so on". A footnote mentions that the David Brown Corporation acquired the manufacturing rights of the Lagonda in 1947, having already taken over Aston Martin Ltd.

So instead of Lagonda and Aston Martin being competitors in post-war racing, they were combined. The combination was undeniably effective. The six cylinder twin camshaft Lagonda engine, fitted to the Aston Martin chassis designed by Claude Hill and developed by him together with St. John Horsfall eventually became the DB2 Aston Martin and was raced with considerable success in the Mille Miglia and

at Le Mans, Spa, etc.

There was not room for two sports cars from one stable. The Lagonda was produced only in saloon and drophead coupé form, weighing close to 30 cwt.

My ownership of a 3-litre Bentley led to an interest in W. O. Bentley's Lagonda designs, the pre-war V12 and the post-war 2½-litre, particularly the latter in view of the interesting and advanced specification: cruciform chassis of great strength and light weight, independent suspension front and rear, and that splendid engine. I determined to acquire one to experience the last complete W. O. Bentley car design to be produced. By that time (1967) there were not many in good condition at a price that I could afford so I settled for a somewhat tired example, a 1951 saloon. After rebuilding the engine and tidying up generally, the car came up to expectations and proved to be a very good long distance touring car. The handling in particular is excellent (once the rear suspension is set to the design specifications; as sold the cars

had the torsion bars adjusted to give the rear wheels positive camber, rather than negative camber as the designers had intended). Having experienced the 2½-litre saloon and examined the chassis and suspension I felt that Gregor Grant's comment was valid, and I thought it was a pity that the whole design had not been used for a sports car.

In 1969 I acquired a derelict 1949 drophead coupé for spares. When I came to dismantle it I found that I could not bring myself to use it for that purpose and the idea formed of rebuilding the car with a light two-seat body of the sort that might have been done by Lagonda had they remained independent and competed at Le Mans in 1949. Had such an attempt been made, the same problems, i.e. shortage of time and money, that beset the Company preparing the V12 in 1939, would have applied in 1948/49, with the addition of the post-war shortage of materials, so I decided to modify the design and layout only where essential, and to use only materials and methods available in 1949. Actually the alterations necessary were very few—namely to the radiator position; to the spring rates front and rear because of the greatly reduced weight of the car in its proposed form; and to the rake of the steering column. In order to obtain as low a bonnet line as possible I moved the radiator forward and lowered it on to new mountings and inclined at 32 degrees.

Although by 1952 the fully enveloping body was pretty well universal for sports/racing cars, in 1948/49 the narrow body, with separate wings, was still in vogue, so it seemed reasonable to me to follow the general lines of the V12, adapting them where necessary to suit the proportions of the post-war 2½-litre. (The V12 Lagondas which ran in the 1939 Le Mans finished third and fourth; they were virtually standard production chassis except that the engines had different camshafts and four carburettors instead of two, and developed 220 bhp. They had a maximum speed in the region of 140 mph.)

I devised and made a ½"-diameter 16-gauge tubular steel frame to provide the basis for the 16-gauge aluminium panelling, which was carried out by a

panel beater in his spare time. The intention has been to build the car to 'works' rather than concours standard as competition cars of that era were generally finished in a workmanlike way.

I was fortunate in that through the late Harry Gostling I was able to contact Frank Feeley who was responsible for the V12 body design. Mr. Feeley was very helpful with ideas, suggestions and encouragement. One of his suggestions was that I should get in touch with Donald Bastow who worked closely with W.O. on the 2½-litre car. Donald Bastow was kind enough to take an interest in the project and this greatly encouraged me. He did the calculations to enable new front coil springs to be made, and for the reduction in diameter of the rear torsion bars to take account of the lower vehicle weight.

The car has now covered about 2,500 miles, enough for me to be very enthusiastic about the performance and handling. The all-up weight is now 21 cwt.—a reduction of approx. 9 cwt. on the standard car—and with an output of 123 bhp gives a favourable power-to-weight ratio. The rack and pinion steering is light, sensitive and accurate. The ride is comfortable, and the handling superb, no doubt due in no small measure to the independent suspension front and rear, which even in the car's present lightened form still provides a very good sprung-to-unsprung-weight ratio.

Could such a car have won at Le Mans in 1949? The winner was Chinetti in a 2-litre Ferrari. One prototype DB2 Aston Martin (with the Lagonda engine) entered but retired after losing all its coolant. However it passed the Ferrari more than once on the Mulsanne straight before expiring. Chinetti's average speed was 82 mph. In 1950 the race was won by Rosier in a 4½-litre Talbot at an average of 89 mph. The two DB2s averaged 87 mph. The 1949 Aston Martin was fitted with the Lagonda engine in a low state of tune, 6.5 to 1 compression ratio, 105 bhp, whereas the 1950 cars had 8.16 to 1 c.r. and larger carburettors and delivered 123 bhp. Motor racing abounds in ifs and buts. The 'if' that intrigues me here is that had Lagonda stayed independent, with development

and competition preparation in the hands of W.O., Donald Bastow, Stan Ivermee and Percy Kemish, the engine could have been giving around 120 bhp in 1949, which would have made an average speed of 87 mph a distinct possibility at Le Mans in 1949.

S. C. H. Davis went to Le Mans in a 2½-litre prototype drophead coupé Lagonda in 1949 and the following is an extract from "Return to Le Mans", his article published in *The Autocar* (August 5th, 1949): "Above all, one had the feeling that when the real Lagondas, developed from this prototype, come on the road they will be cars which will carry the British green with every possible prospect

of success on this circuit in this very race. The engine was so obviously suitable, the rest was so obviously possible to bring to perfection, and, this done, the result would provide exactly what was wanted."

To judge from how few alterations I have had to make from the standard design to turn it into an effective sports car it would seem that Gregor Grant and Sammy Davis were justified in their early enthusiasm for W. O. Bentley's post-war car.

Reprinted from the B.D.C. Review, with thanks.

JOHN WEATHERITT

Hull & East Riding Members' Notes.

BELIEVE IT OR NOT, but Don Hoggard, Ian North, Ken Pape, and Roy Paterson now notch up a total of 100 years of membership and were all involved with the recent

VSCC Northern (Hambleton) Rally

Just before this May event Ken sold his splendid 2-litre to Ian who navigated Mary, hardly acquainted with its gearbox, to become highest-placed award-missers. Jennifer John in BPK 743 navigated by Trevor came First in Class. Another First Class earned by John Harris only one point behind the John-John crew—and all three Lagondas are still loved here having been Henry Coates's in their earlier days. Don Hoggard drove his 3½-litre Jubilee as the Stewards' car, giving a lift to Roy Paterson.

Lunchbreak was in a dry lay-by with sunny intervals. An hour later the crews ploughed atop Arden Great Moor through a howling gale and blizzard which forced a good inch of snow on their windscreens in a matter of ten minutes over some miles of euphemistic 'other road drive or tracks' forming the toughest most tortuous section of route, including four or five gates to be individually opened and closed in passing because of the many young

lambs. So well done those two Lady Lagonda drivers. And a good presence from the H & ER.

Elvington Aerodrome

Another Yorkshire event was a surprise invitation to appear in suitable cars at the Yorkshire Air Museum Open Day when a restored fuselage section of a Halifax Bomber was unveiled by the Earl of Halifax. General George Thring of France and a party of Free French Air Force members who had been stationed at Elvington during the war came over from France for this noteworthy occasion. A couple of Tiger Moths and a Buecker Jungmann flew in. Ted Townsley, a surviving Air-gunner, and Eleanor, Pape, and Paterson were also there, together with a number of vintage friends who support the Yorkshire pubmeets. Vintage cars were organised by the influential Bridget and Rob Laycock who arrange the monthly VSCC meeting on third Thursdays at the Middleton Arms, North Grimston near Malton.

Joint Pubmeet

Hermes own pubmeet has now survived its first two years on first Wednesdays at the Pipe & Glass, South Dalton, having

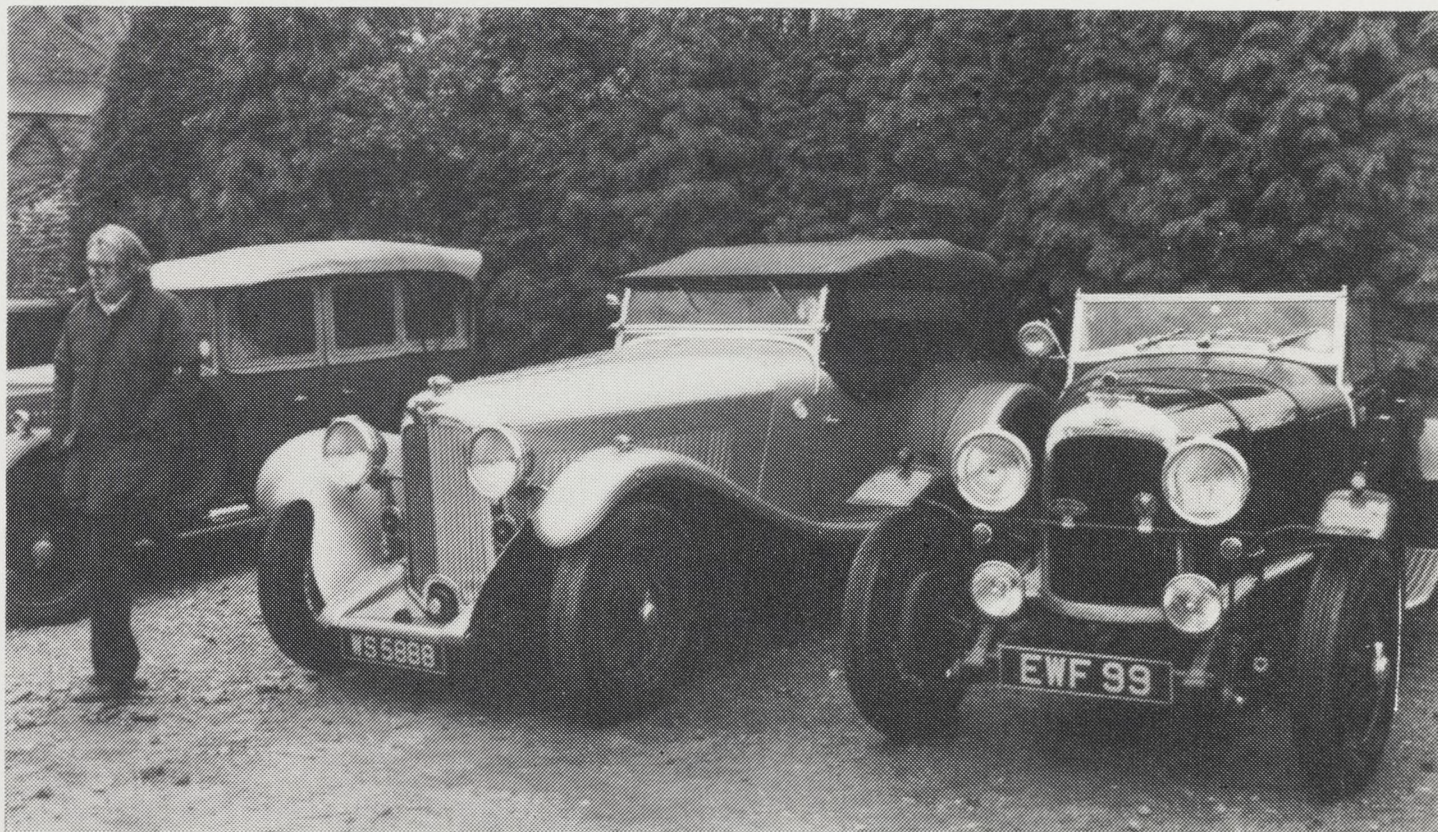
been supported by five different Lagondas, two Bentleys, AC, Chaingang FN, Grenfell Special, 1912 Mercedes, MG, Morgan, Standard, Talbot, numerous Rileys and innumerable moderns; but never all at the same time.

Pape and Paterson still members but Lagondaless at the moment, the latter having had 27 years with M45T, LG 45 Sp, and Rapier, but ageing stiffening long legs no longer suited to low build and low seat of 1104 c.c. model. Jack Taylor still on long-term project rebuilding his 2-litre.

HERMES I



Jennifer and Trevor John (First in Class) and John Harris (also First Class) in their ex-Henry Coates Lagondas at the lunchbreak, VSCC Northern Rally. Photo: Roy Paterson.



Two other Lagondas at the finish, Don Hoggard's (Stewards' car), and ex-Pape 2-litre successfully rallied by Mary and Ian North. Photo: Roy Paterson.

SU Carburettors.

THESE NOTES DESCRIBE a little known feature of the tuning of SU carburettors and were written many years ago by the late Clifford Rees who was a very well known member of the Two Litre Register in the post-war period. He owned a 16/80 Lagonda on which he carried out a number of interesting modifications and improvements, even including a wireless transmitter/receiver for communicating with his office! His technical articles featured in many of the Register newsletters and are as relevant now as they were thirty to forty years ago.

Note on Fit of Piston in Suction Chamber

The fit of the Suction Piston in the Suction Chamber of the SU carburettor controls the Piston lift, and is a point to watch, especially in twin and three carburettor layouts where it is important that all the pistons should lift approximately the same amount for any particular throttle opening.

The fit or clearance between the large diameter on piston and the inside of the Suction Chamber is not measured mechanically, but by "air leak" past this clearance. This is done by holding the piston upside-down in the right hand with the finger or thumb over the small air hole (which leads inside), whilst the left hand supports the Suction Chamber, which is pushed up towards the piston as far as

possible. If the left hand is now removed from the Suction Chamber, this part will slowly fall by its own weight away from the Piston, the time taken to fall depending on the clearance or air leak past the large diameter.

For normal Pistons on medium size horizontal carburettors, this time is 3 to 4 seconds, 2 seconds is definitely fast. On twin and 3 carburettor sets the time is not so important as that all pistons should fall in approximately the same time. If on a twin carburettor set one piston fell in 2 seconds and the other in 5 seconds, it would probably be necessary (if it was not possible to "match up" with another piston) to have a weaker needle in the quick drop piston. Where possible however, it is always advisable to have "matched" pistons having the same drop, and use the same type needle with both. If the piston on a single carburettor has a quick drop, it would probably be necessary to use a needle slightly weaker than standard.

Pistons from down-draught carburettors have very "quick" drops and are about 1½ to 2 seconds for medium size carburettors. As a rough general rule the larger the carburettor the slower the drop; 1" throttle carburettors (horizontal) have normally a 3-4 second drop and 1⅞" throttle 6-8 seconds.

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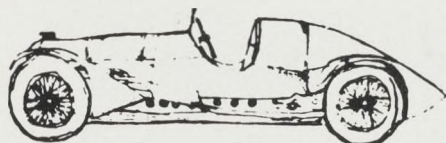
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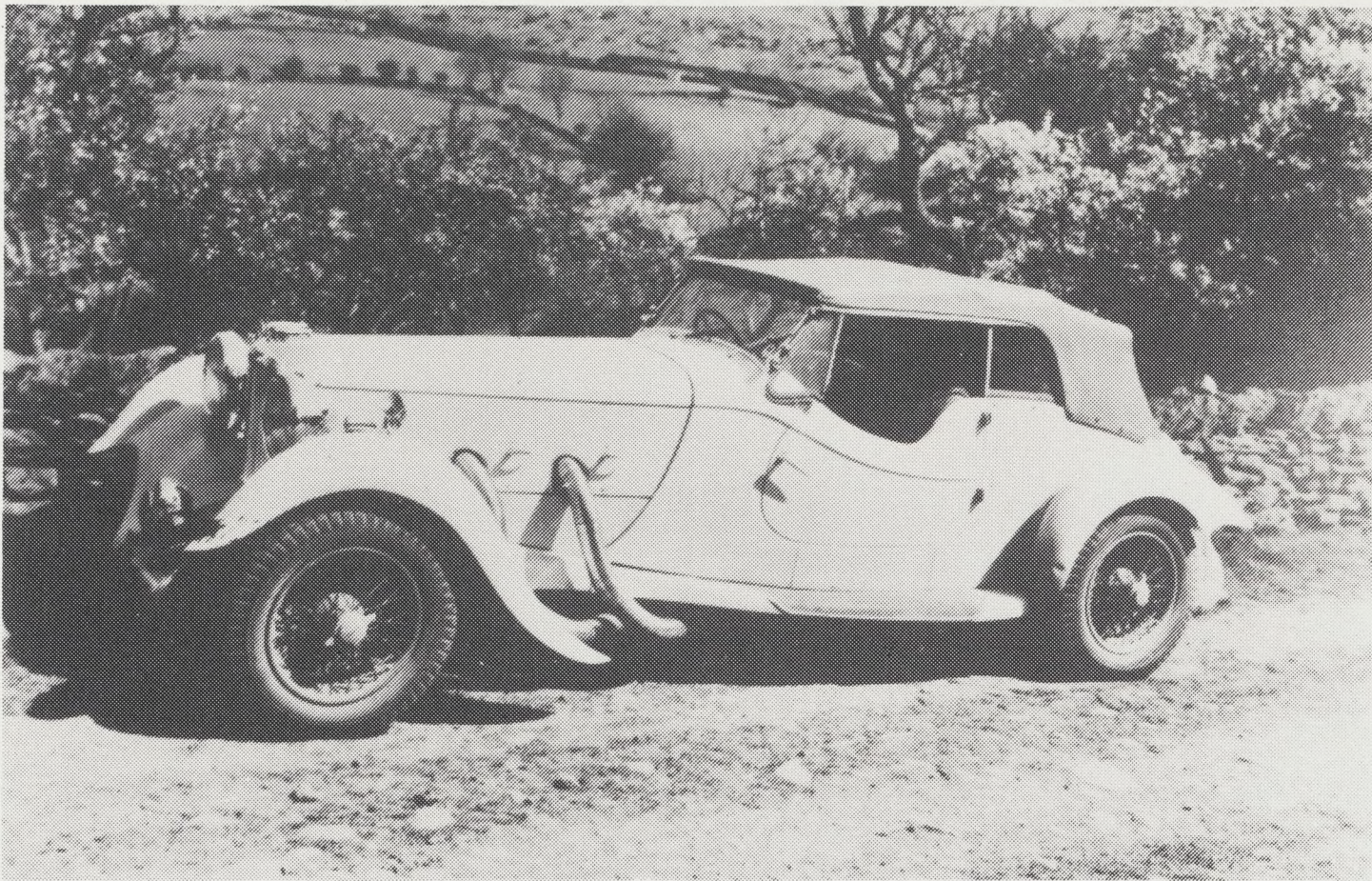
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4500 Netherlands.

A Tribute to Hugh Dixon Carr.

MANY OF US WHO ARE FIT and well can in no way envisage having to live with the problems associated with polio and I am sure if we tried to take ourselves back in time to around 1936/1937 would never have contemplated purchasing the most exotic sports car of the day in the way of an L.G. 45 "Rapide".

Well this did happen. Hugh Dixon Carr of Low Wood, Ben Rhydding, Ilkley, Yorkshire contracted polio at the age of 16, and whilst his doctors presented him with the fastest thing on four wheels they

considered suitable 'a wheel chair' he determined not to accept this for the rest of his life. At the age of 43, and so that he could have some pleasure out of life, ordered from Lagonda's via Glover Bros. Garage at Ilkley his L.G. 45 "Rapide". Slight modifications to standard were carried out as he was unable to use his right leg, i.e. M.45 hand controls, special tilting seats which also folded flat. Brake lights connected to the hand brake (as he could not work the foot brake). Everything else was standard except for no inside drivers



Yorkshire, 1937.

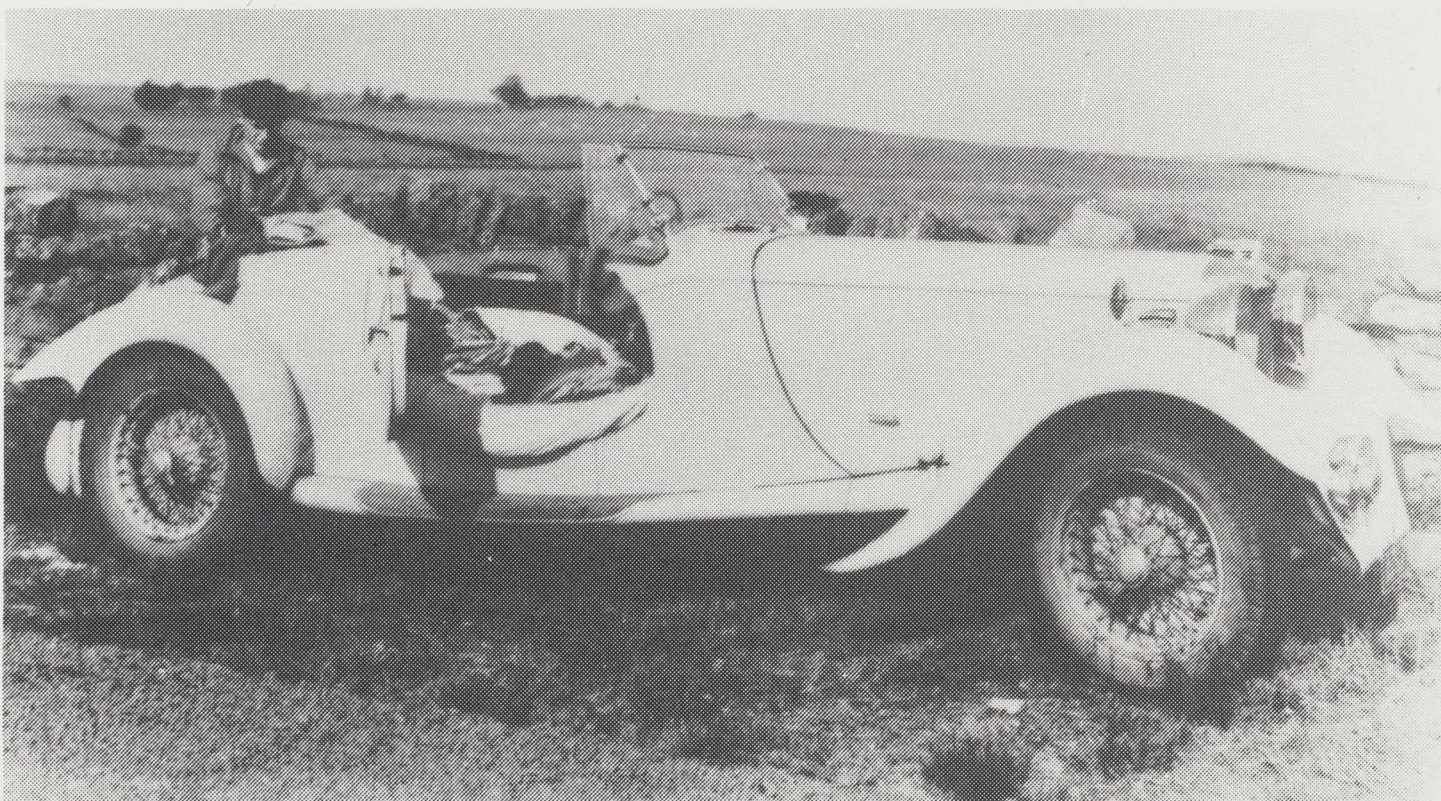
Photo: Courtesy Studio 300.

door handle (he could not use this door) and no tonneau cover!!!!

It is clear that he enjoyed driving the Rapide for within the first 15 months it had covered a total of 29,162 miles and within 23 months a total of 40,566 miles.

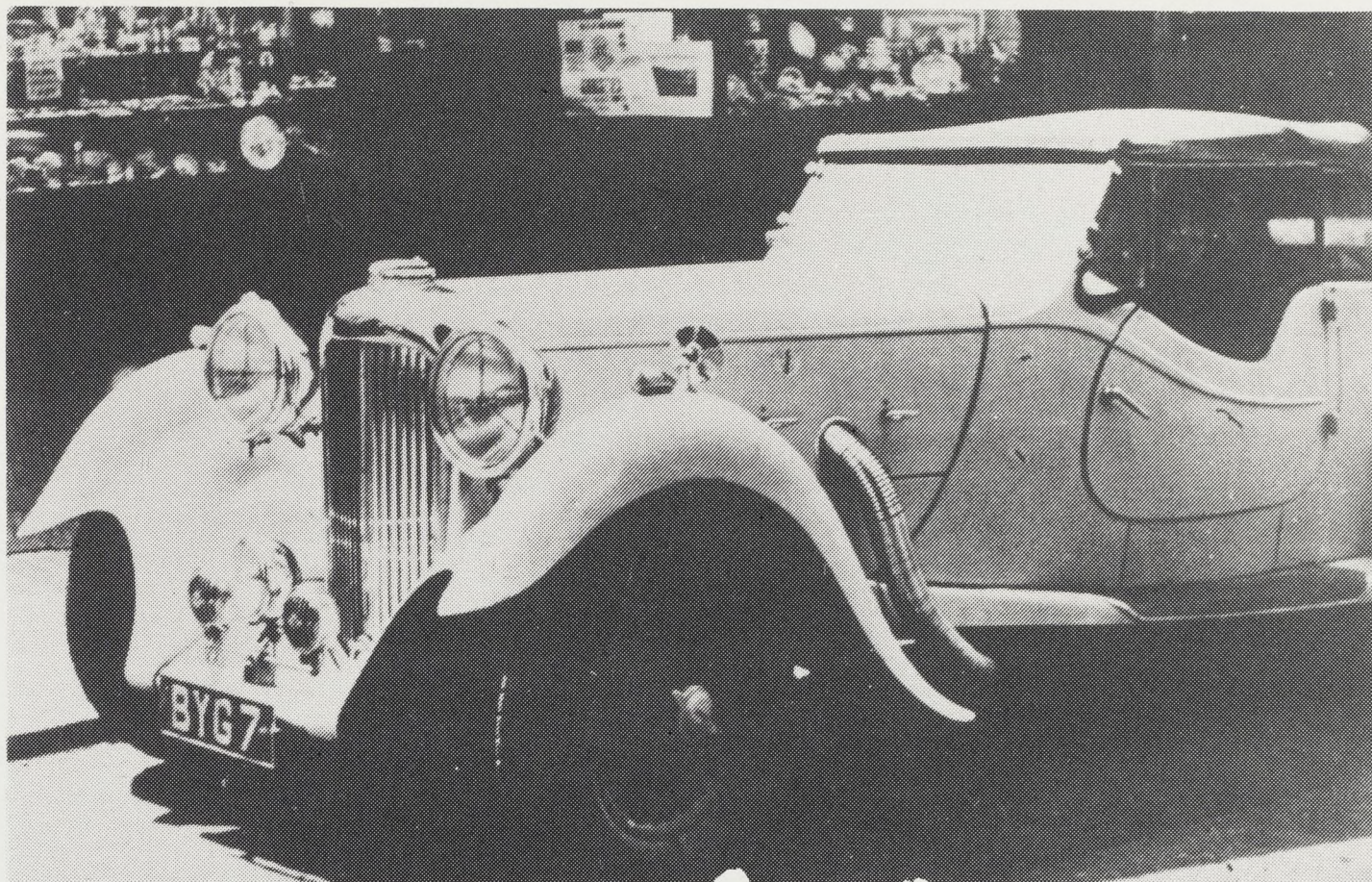
Hugh Dixon Carr or 'Chuka' as he was

known to his family was left so severely paralysed that it was considered he would not stand let alone walk again, his own considerable effort brought much improvement though he needed the support of two sticks, at one time he took the car to Norway. During his ownership



Seats folded, for sleeping? c.1937/8.

Photo: Courtesy Studio 300.



BYG 7, Ilkley c.1937.

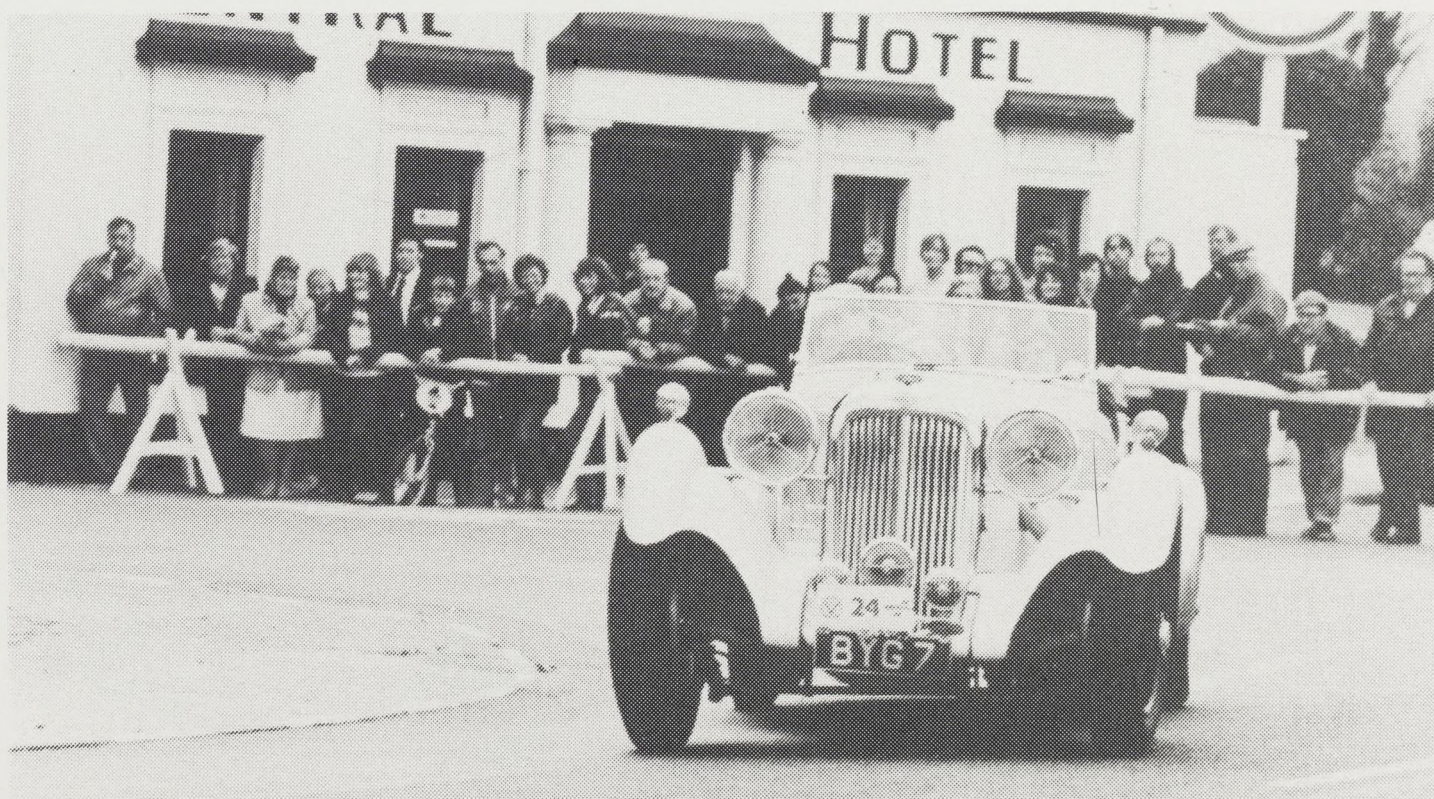
Photo: Courtesy Studio 300.

(some 39 years), it was on the road for 19 of these and covered 74,568 miles.

Without doubt, Hugh coveted the Rapide, and I understand following delivery, until his death he was the only person to drive it. To his annoyance his illness took its toll and for the last 15 years

of his life the Rapide stood in his heated garage with the engine being regularly turned over and the car cleaned once a week.

Following his death, the Rapide was removed to Glovers at Ilkley where it found its way to a dealer—Richard



In action on Isle of Man, 1986.

Photo: Studio 300.

Newsome at Keighley, from whom, on the 1st September 1975 I purchased it.

Certain cosmetic work had to be undertaken but two weeks later I was able to take the Rapide to the 1975 A.G.M.

Over the following winter, I completed the work required and in fact have done very little since, apart from general servicing, etc.

Some time later, Rowland Hill, one of our members, informed me that he remembered my Rapide very well as he lived in Ilkley, he in fact knew the previous owner. Rowland advised me to contact David Glover at Glovers Garage as he looked after the Rapide for several years and supplied it new as sub agent for Central Garage, Bradford. Rowland kindly contacted David Glover and as a result I went along with the Rapide to meet him. This was my first real contact covering the cars history and he confirmed many points. There was some doubt by a certain knowledgeable Rapide owner 'Up North' that it would not have been its present colour originally, but David Glover confirmed the original particulars of order showing body, wings and chassis to be Belco Ivory 284143, Black Wheels,

upholstery Celstra to match Connolly's V.M. 8450 Crushed Grain Luxor. He also confirmed that the special seats, hand controls, door handle and brake lights were quite original and further went on to tell me that somewhere in his building he thought were the service records covering his work on the Rapide. This was too good to be true, my luck was in once again for he let me have the records. I say my luck was in as two weeks later he sold the garage which I am sure would have meant the end of the records he had stored away. He was also of help to me in putting me in touch with Hugh Dixon Carr's nephew in Leeds, but this fell on stoney ground.

Things go very well with the Rapide and it is admired wherever she goes and is a dream to drive.

In May 1984, I was contacted by another relation of Hugh Dixon Carr—Graham Potts who supplied me with several photographs taken of the Rapide in its early days.

My car is registered BYG 7, and is the 13th Rapide to be built, chassis number 12234/G/105/R, engine number 12234 and is fitted with a G.10 gear box.

ROGER FIRTH

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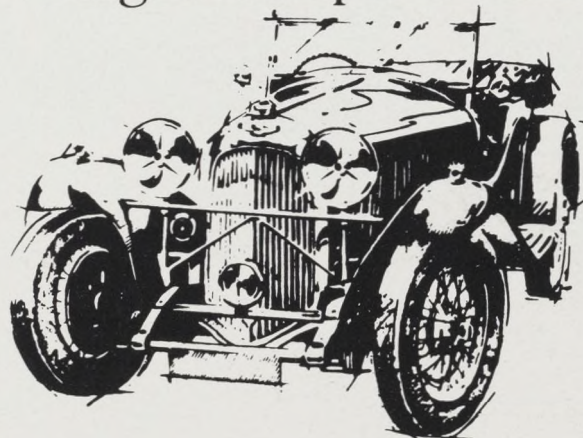


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New Year's Day, outside Peter Whenman's works.

Photo: John Oliver.



L. G. Stainton, 2-litre H.C., V.S.C.C. Barton Stacey Driving Tests. Photo: John Oliver.



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75 Moss Lane,
Sale

Dear Sir,

Although my wife, Maureen and I are both members of the Club I am sure that Maureen's parents, Ted and Eleanor Townsley will be far better known to most Club members.

In July last year our 12 year-old daughter Naomi attended her first big "meet" at V.S.C.C. Oulton Park (where incidentally Ted received 3rd prize in the Concours—the relevance of which you will see later). The whole spectacle and thrill of the occasion prompted Naomi to put pen to paper and produce the enclosed poem which I thought might interest you. It is entitled *Car Mad!* or could also be called *Ode to Ted Townsley*.

I am pleased to see my brother-in-law, John, gets a mention as the one who really keeps the Townsley fleet looking spic and span.

Yours faithfully,

PETER DAWES

Letters to the Editor.

44 Church Road, Teddington,
Middlesex.

Dear Sir,

Would the doberman that stole my best garlic cheese from the picnic at Brooklands please contact me if it would like the remaining biscuits and butter.

Yours expectantly,

PHIL ERHARDT

CAR MAD!

My pappa's mad about cars,
So he joined the Lagonda Club.
You never know but I think
It's an excuse to go to the pub!
My uncle cleans the cars
And polishes them with rags,
Then he'll go and sit down
And read his sports car mags.
Quite a few years ago
My pappa used to race,
I once watched one of these
As they rushed round with grace.
The Lagonda won in the Concours
As it stood there on the grid,
Sometimes they win shiny cups
And I think they deserve it.

NAOMI DAWES

MAGAZINE CONTRIBUTIONS BY:

AUTUMN:
WINTER:

30th September
31st December

SPRING:
SUMMER:

30th March
30th June

Four Oaks Cottage,
Beckley, Nr. Rye,
E. Sussex.

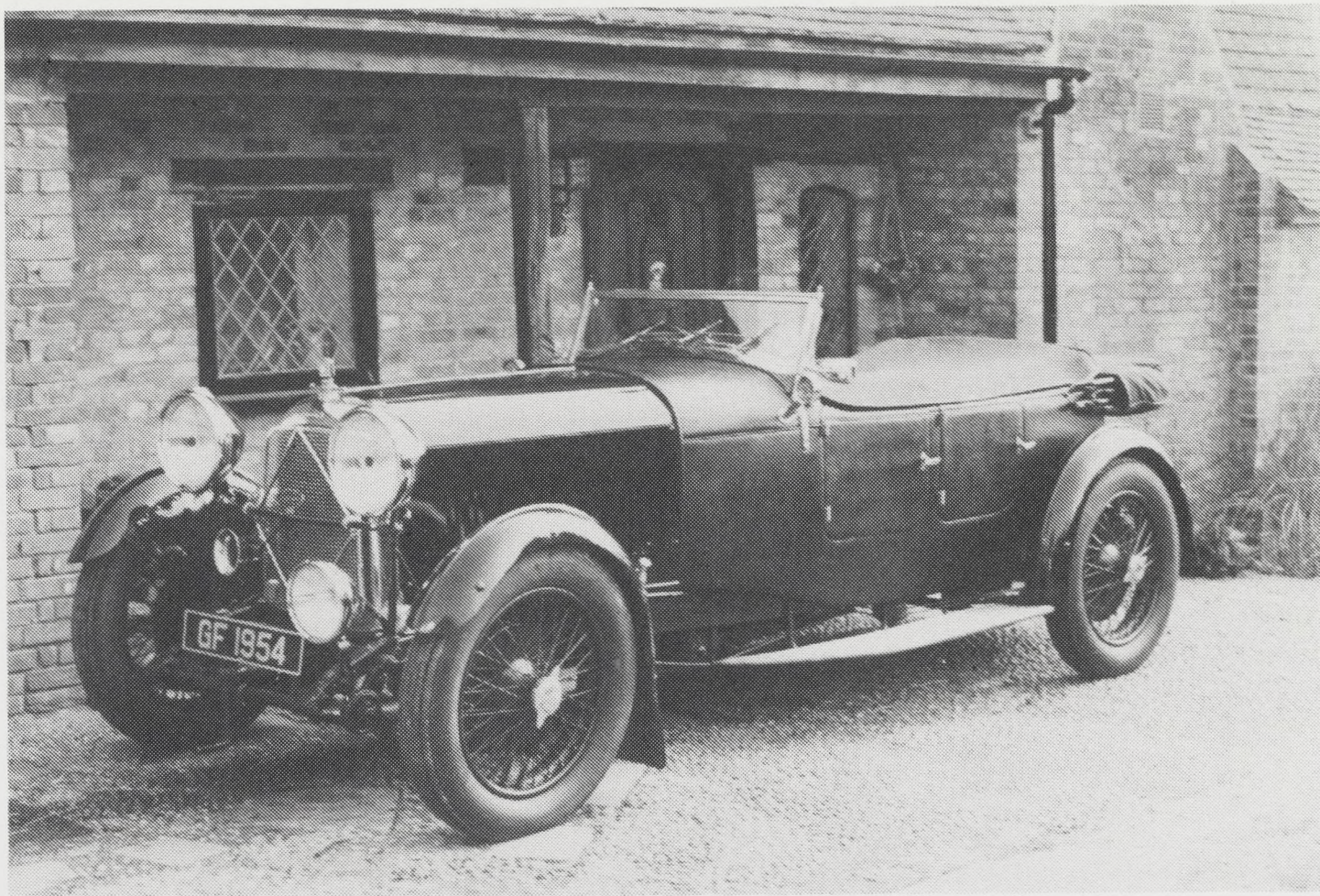
Dear Sir,

I thought the enclosed might be suitable for the next issue of *The Lagonda*, perhaps even the Cover. The car is of course a

2-litre ex-Henry Coates, ex-John Coyse vehicle standing outside Four Oaks Cottage.

Yours sincerely

PETE & ANN SOWLE



Rye Common Lodge,
Crondall,
Surrey.

Dear Sir,

Thank you very much for sending me the back issues of *The Lagonda*, I was very pleased to receive them and look forward to some regular Lagonda reading.

I have been seeing the magazine on and off, thanks to Peter Whenman, but not sufficiently to sit down and read it right through, so this problem is now solved. I find the magazine one of the best on the club scene and it is of particular interest in that there seems to be a Lagonda car for every taste, so that the magazine covers many aspects, not just one model, as some one-make clubs suffer from.

Thank you once again,
Yours sincerely

DENIS JENKINSON

Dear Sir,

What a splendid day we had at La Lagonda fête at Brooklands. My thanks to all the Members of the Committee for arranging this event for us.

I personally don't think that we require modern Ferraris joining in with the vintage scene.

I have heard of drive in cinemas and take away food—but its the first time that I have been into a drive in bar!

Mrs. ROBBY ANNE HEWITT

80 Kirkgate,
Shipley,
West Yorks.

Dear Sir,

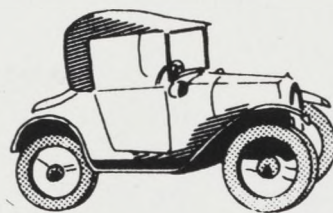
The imminent withdrawal of 2 star, and eventual introduction of unleaded petrol.

It is true that the proud owner of a Ratbaggia 3000 GLT XRi Turbo 2x4 is deeply worried about the phasing out of leaded petrol. Most members of our club like myself own pre-war dypsomaniac heat exchangers designed to run on something little better than paraffin. Consequently it is only the financial implications that we view with dismay. But what of the owners of the D.B. and later Lagondas?

Could you persuade someone to give us an authoritative paper on the subject before we burn out our valves or pink our way to destruction?

Yours sincerely

J. R. TURNER, Dr.




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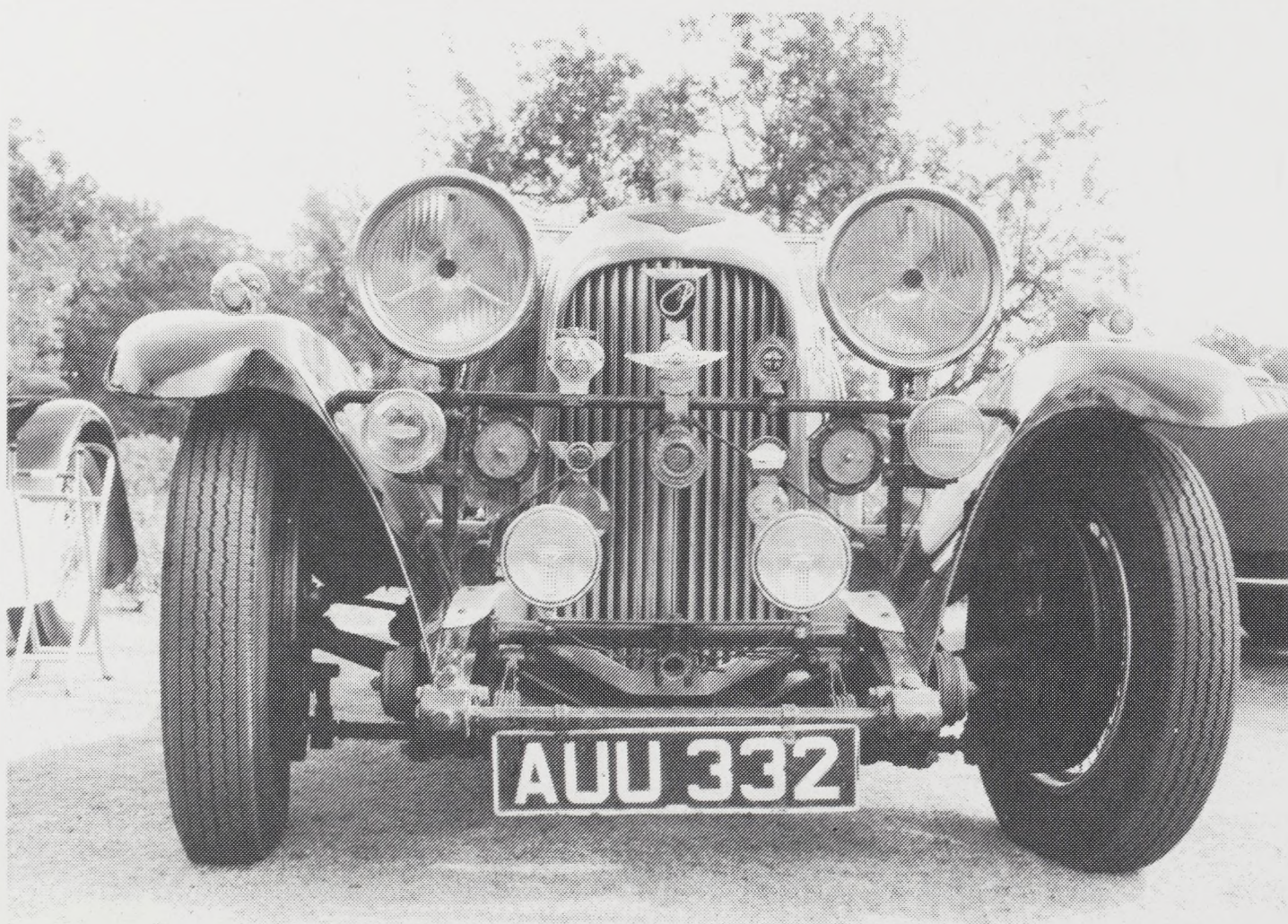
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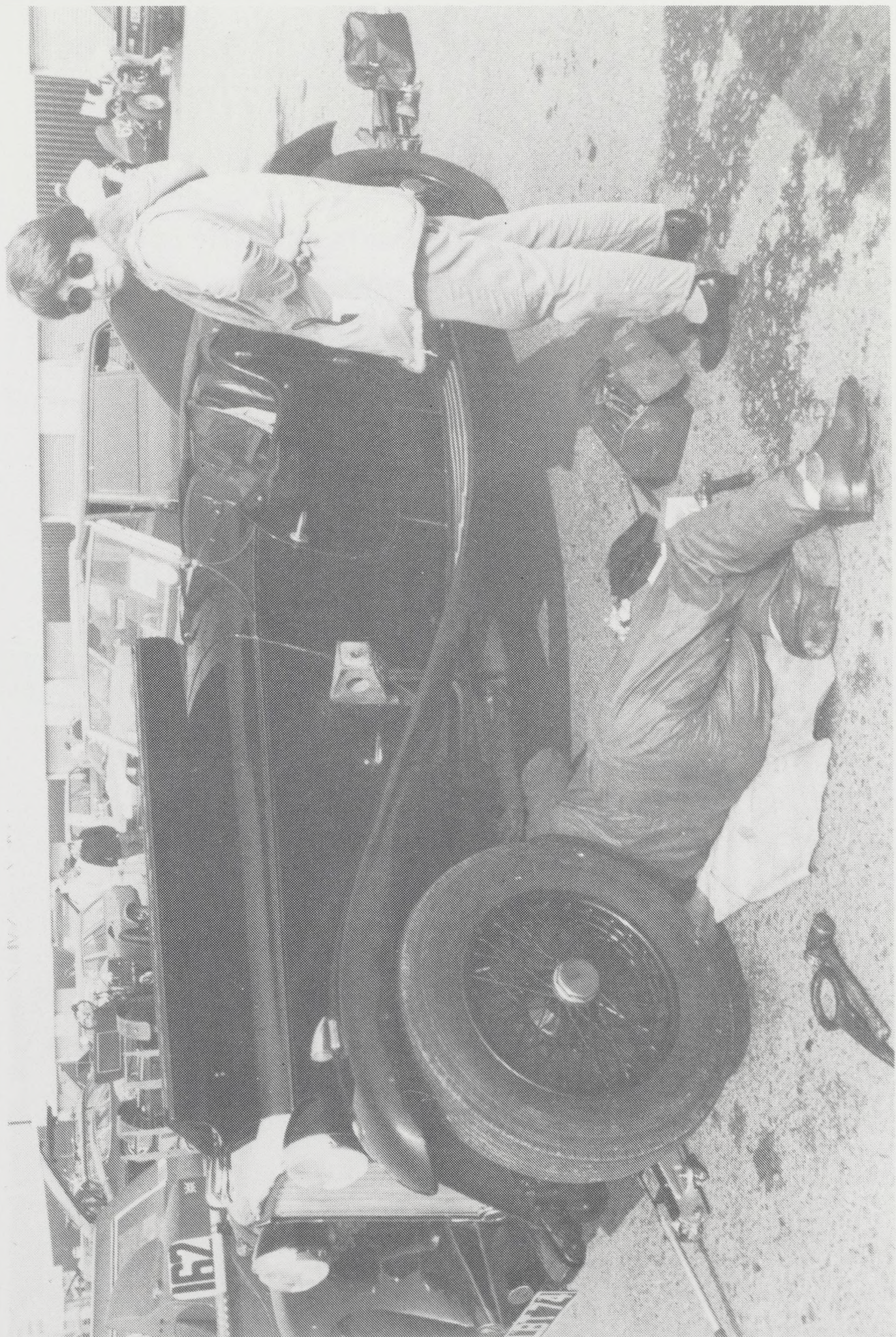
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Imposing. Raymond Wickhams 1934 M45 Tourer. Photo: Courtesy Eastbourne Gazette & Herald.



John Harris prospecting for oil at Silverstone. Photo: John Oliver.

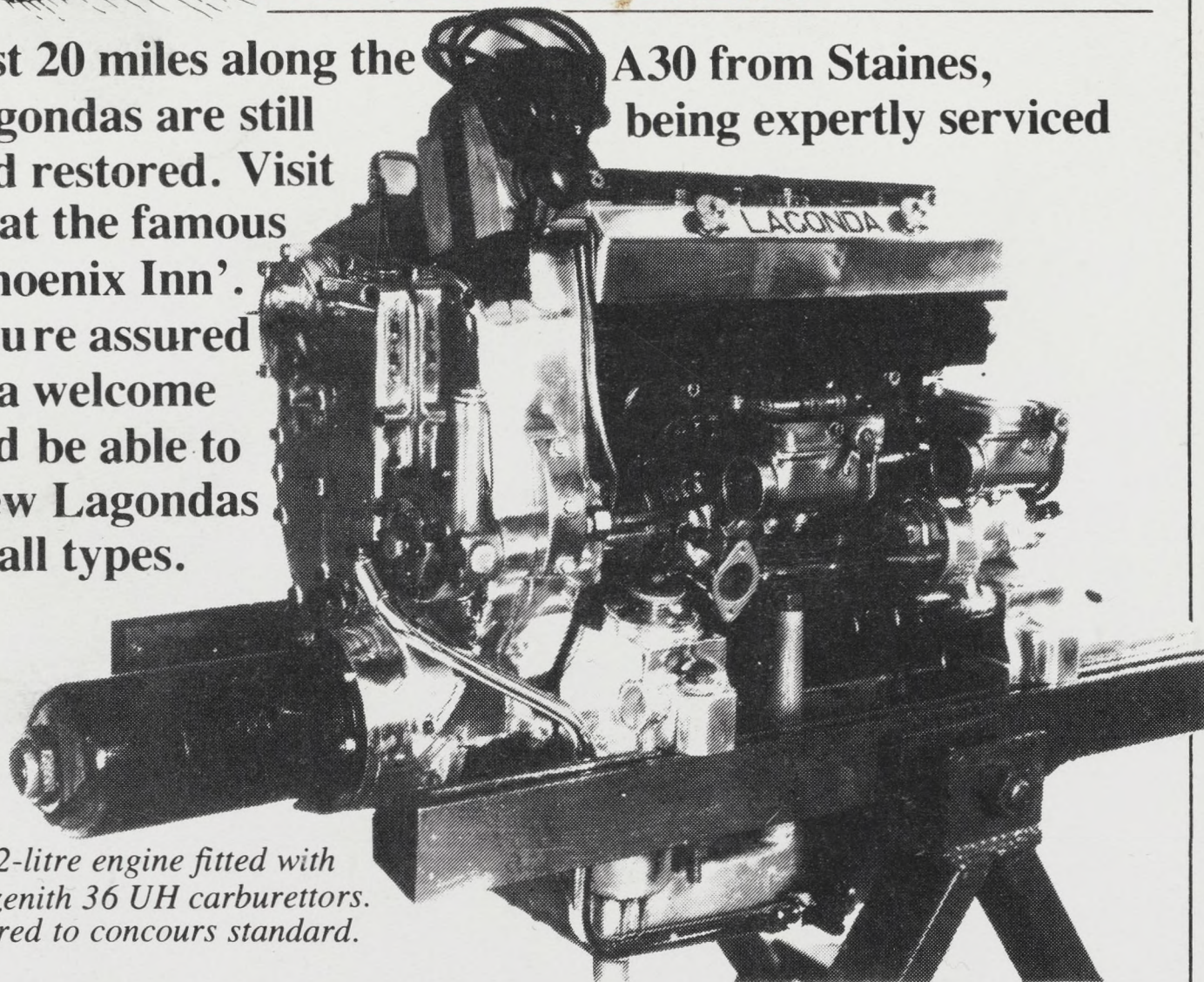


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