



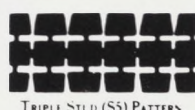
THE MAGAZINE OF THE
LAGONDA CLUB

Number 136

Spring 1988



Veteran, Vintage, Classic & Contemporary



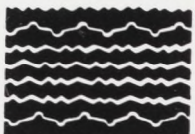
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F4 PATTERN



B5 PATTERN



D2 103 PATTERN



R55 PATTERN

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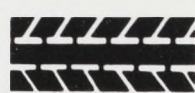
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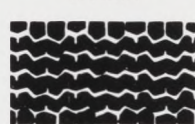
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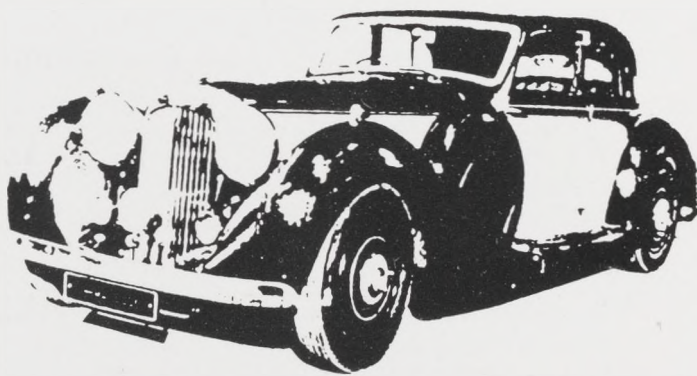


MAGAZINE
Issue No. 136
Spring 1988

Editor: Ken Painter, Little Barn, The Shoe,
North Wraxall, Chippenham, Wilts,
SN14 8SE.

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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered.

From the Driving Seat.

ARNOLD DAVY tells lies! White ones, it is true, but your new editor has never tried to corner the market in Lagondas. In fact I have only owned seven in the past 29 years, two 16/80 tourers, a 2-litre high chassis saloon, two Rapiers, a 3-litre saloon which I fitted with a 4½-litre engine (we were less fussy in those days) and the 3½-litre tourer which Bryan Hyett is currently rebuilding. I use a Rapier, owned by a good friend who finds that he has too many to use at once and am currently looking for an affordable Lagonda of my own again—which will almost certainly mean buying one which needs a rebuild. I *do* own a 'proper' car, it is a 1935 Maserati 1500 cc sports and, if you all send me articles about Lagondas, I promise never to mention it again!

My Lagondas were usually the family's sole means of transport, so were used throughout the year, regardless of the weather and road conditions. Sadly, traffic conditions and the attitudes of other road users make this sort of regular use far less practical now, although a few stalwart enthusiasts seem to manage it, bless 'em. Even though I must confess to being one of the majority, who only uses a pre-war car for pleasure motoring, I still believe that they are meant to be *used* and I hope that 'The Lagonda' will reflect this attitude.

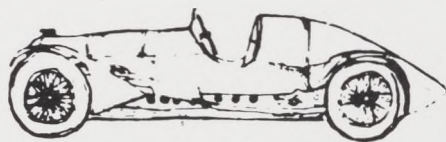
Let me tell you what I like to read about in the magazine. First, I like to read technical articles about the cars, from detailed accounts of total rebuilds, to tips on maintenance. If we want to use our cars at all regularly, then surely this sort of information is vital to us all. Next, I like to learn more about the cars, the company and the people associated with them, so historical articles and news hot from the factory are both welcomed. I want to read about fellow members *using* their cars, so articles about competitions, or holidays,

or just every-day experiences of using the right kind of car are always enjoyed. Last, but by no means least, I like to read about the purely social side of Club membership, from pub meets to birthday parties—particularly those held for the car! That's what *I* want, so, unless you write and tell me otherwise, that's what *you* will get. It's up to you!

One thing you will *not* get is endless discussion about the prices asked for, or the 'investment value' of Lagondas. Too much drivel has been written on the topic of old car prices and I would like to think that we in the Lagonda Club own our cars primarily because we like them for what they are, not for what they might fetch if we were to sell them.

On a very different topic, I want to thank Bruce Walker for all the hard work he has put in to the magazine in the last six years. Much of the work in preparing this edition was done by him, so this will serve both as his farewell and my debut.

K.P.P



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Evenings — Weekends

A Lagonda Acquired.

IT WAS WITH SOME trepidation that I telephoned the gentleman in Dorking about the 2-litre Lagonda he had for sale. "Yes, I still have it, it's the High Chassis Speed Model", said the kindly voice at the other end, "The darling of the Lagondas, and it is in mid-restoration, why don't you come over and see it for yourself". I said we would.

For all my adult life I have had a warm affection for old transport of all descriptions, a weakness for old engines, be they mobile in a chassis or airframe, or stationary in a barn or mill. The lovely sound of a long stroke engine is music to my ears, and most old sporting cars have just that.

Over the years I have owned, worked on, ridden in, competed in, and crashed in, an assortment of vehicles, nothing spectacular but all great fun. In 1970, a Plus Four Morgan found its way into my garage and remained in our ownership for fourteen years. I completely restored her after ten years of use. My visits to Silverstone, the VSCC and Bentley Drivers Club meetings, found my attention increasingly drawn towards the Lagondas. What was it about these fine motorcars with the romantic name that kept me lingering longer each time in their vicinity, perhaps it was a memory of long ago when I was an apprentice motor mechanic in a large Essex garage. Through the doors one bitter cold morning came this huge green Lagonda Tourer with a leaking bottom hose, it was the most spectacular motorcar I had ever seen. Morris Eights, Austin Tens, Riley Nines, were my 'jobs' to service. I can remember my old grisly fitter mate saying to me "Huh! the Guv'nor aint gonna let you near that motor ol'son, you just git me that thrust race from the stores".

The journey to Dorking on a sunny midweek morning was made with the good wife in our other very ordinary car. We were greeted by the bearded 'kindly voice' as he emerged from a double garage containing two vintage Rolls Royces. "The

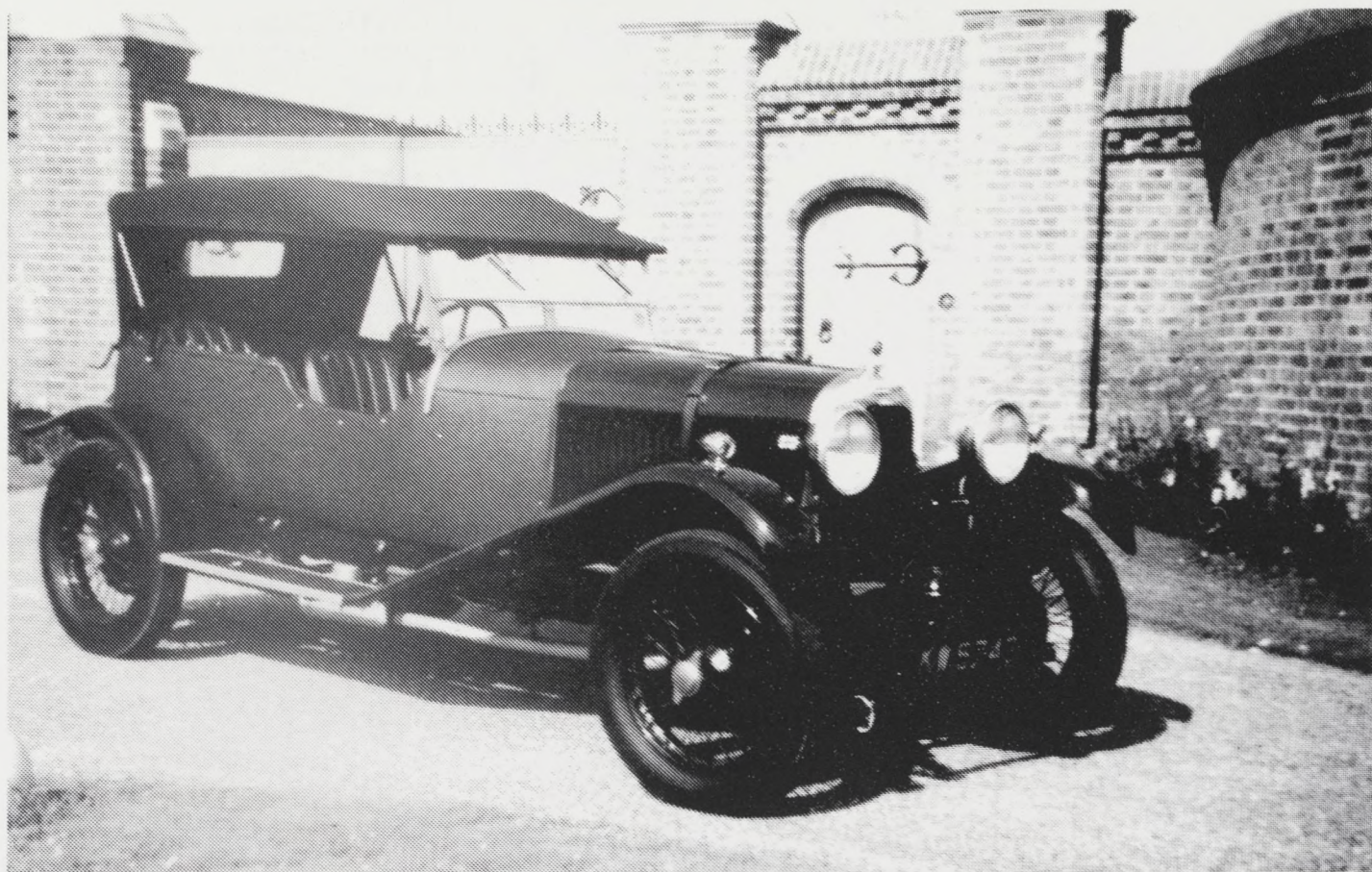
old girl's in a barn—couple of miles from here, will only take us a tick,—where's the Morgan? would like to have seen that".

Swinging open the farmyard barn doors revealed the shapes of two blue dust sheeted vehicles, I had a tremendous feeling of inward excitement and anticipation like I had known as a teenager on collecting my first Francis Barnett motorcycle. The removal of the sheet from the largest of the 'shapes' exposed this 'rolling chassis' on which sat a rickety and rather sad looking ash bodyframe, parts of which had been removed. There was a degree of rot to this frame confined to the areas common to this type of body structure, identical in fact to that of my findings with the Morgan.

Two tea chests stood within this frame from which protruded unidentifiable objects of rusty iron, corroded aluminium and green copper piping like worms frozen in their escape, spilled out of the chests. Beneath the chassis lay a pile of buckled and torn panelling to which clung the remnants of old kapok and faded fabric. The wings, bonnet panels and windscreen frame were propped against the barn wall, while nearby stood the seats, tatters of old leather hanging from their rusty frames. Two little doors stripped of their fabric and leather lay on what remained of a seat cushion.

"Looks a bit sad, but it's complete, it's all there", said its owner, but I hardly heard him, I was in a state of complete confusion and indecisiveness, I could hear myself mumbling "I don't know, I'm not sure, I know nothing about Lagondas". Was it within my capabilities to rebuild this lovely old lady to her correct original glory, was this the opportunity I had long dreamed of now staring me in the face—he who hesitates, and all that.

As I stood there, trying desperately to show an outward appearance of professional calm, the ol'Mem-sahib was walking around the vehicle running her fingers over the radiator and headlamps and whispered across to me in that



John Dexter's beautiful 2-litre.

feminine way of secrecy "oh isn't it lovely! look at those beautiful big wheels, isn't she just lovely". I pushed my hands deeper into my pockets and nodded. "If you can restore a four seater Morgan Mr Dexter, then you should have no difficulty with this Lagonda" said the kind reassuring voice.

Some time later that month we travelled home to Windsor with our delightful acquisition on a transporter. I had by now shed all my inhibitions, I was now fired with an enthusiasm that knew no bounds. As the willing hands of friends and relatives carefully pushed the Lagonda into my garage with voices saying "easy there! this way a bit, careful—that's it!", I thought, I have done it, I have acquired a Lagonda! The sheet was once again pulled over, and as I closed the garage door I knew that I had a long way to go, a lot to learn and that hard work, frustration and expense, lay ahead. I estimated that it would take me three years to complete, I was determined to do a good job and cut no corners, this was a project of great importance to me because it was the ultimate—a Lagonda, and I knew I would not be rebuilding any more old motorcars.

The next three years were the most satisfying that I can remember, I worked like a beaver, never once daunted in my task. Through the Lagonda Club I made contact with the 2-litre experts, the men who know these cars like the back of their hands. "Where can I get one of these?, what fits there?, where on earth am I going to find someone to make me one of those?". If Peter Whenman did not have it, he knew who might, if he could not make it, he knew who would, and gradually the 2-litre started to take shape.

Through all this the Mem-sahib was wonderful, her periodic visits to the garage to convince herself that she still had a husband, stepping gingerly over seat frames and body panels, wheels and tyres, to run her fingers over the radiator and whisper "isn't it lovely, isn't she just lovely".

For three years our visits to Lagonda Club, Brooklands Society and other events, were made in the 'ordinary car', we disciplined ourselves not to go broody when we saw others enjoying themselves with fine motorcars, "our time will come" we would say.

With the body completed and in the

expert hands of John Andrews in Wiltshire for its retrim, I could now concentrate on the rest of the car in preparation for the eventual return of the body and its installations. The wiring and electrics of motorcars has always been my weakest point and so when at last the 2-litre was ready for the final phase of its restoration it was transported lovingly into the very capable hands of David Ayre who on completion of his task brought the Lagonda roaring into life.

June 1987 was the deadline, we were determined to take the 2-litre to Brooklands for the 80th Anniversary Reunion. Also, July 11th would be the day the Lagonda would transport our only daughter to be married. And that, dear reader is how it came to pass, can you imagine how we felt on the Byfleet Banking at Brooklands, and on our daughter's wedding day! An elderly aunt throwing confetti and wiping away a tear as the bride climbed into the Lagonda said "Oh isn't she lovely"—"Yes", replied the Mem-sahib with a smile, "She's really lovely".

JOHN DEXTER



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LAGONDA CLUB FIXTURE LIST 1988

19th June/ July T.B.A.	New Forest Rally
19th June	Brooklands Reunion
19th June	Midland Social— Evening Visit Bass Brewery, Burton-on-Trent VSCC Silverstone. Followed by Evening Social—Green Man Northern Gymkhana Hartley Witney— Phoenix Rally
25th June	VSCC Oulton Park Race Meeting and Concours
8th July T.B.A.	Midland Area—Rolls Royce Visit—Crewe Club Evening— Barrington
July/August	Club Evening Pub Meet—Gloucester Area. Venue T.B.A.
16th/17th July	Prescott Hill Climb Shuttleworth Joint Meeting—Bedfordshire Lagonda Fun Day. In aid of Guide Dogs, Ripley, Surrey
T.B.A. August	BDC Silverstone— Lagonda Race
5th August	Michelham Priory Cadwell Park Race Meeting
6th August	VSCC Donnington Park
7th August	Club AGM—Weston Manor Hotel, Oxford
14th August	VSCC Eastern Rally Lakeland Weekend T.B.A.
21st August	London Social Evening
27th August	Hull and East Riding Area Annual Dinner
28th August	
28th August	
17th September	
24th September	
23rd October	
5th November	
3rd December	
9th December	



The 1987 AGM.

26th September, at the Weston Manor Hotel.

THE DAY STARTED off quite brightly, but turned very cold just after lunch as a bitter wind got up and it clouded over. The surroundings were very pleasant, with easy parking—and the club stall did a good trade. There were about 68 Lagondas present, plus modern cars.

About 70 members came into the meeting, probably to get out of the cold. Our meeting was held in a large marquee, instead of the hotel as previously arranged. There was also a shortage of chairs. As the same venue has been booked for the 1988 AGM, it is hoped that the arrangements will be to our satisfaction this time.

All the Committee members were present, with the exception of Bruce Walker, Herb Schofield and our President, James Crocker.

Welcome

The Chairman welcomed members to the last meeting of the Lagonda Club as we know it. The first AGM of the Lagonda Club Limited will take place in 1988. Everything will become much more official and the Club will be VAT registered as from 1st October. Every member of the Lagonda Club will need to sign a form to become a member of the Lagonda Club Limited and these would be sent out as soon as possible. These forms will contain an explanation of the wording "Limited by Guarantee" and the effect on each member.

The Club will operate with a Committee of Management, which takes the place of the Board of Directors. The Committee will become the Directors, subject to election by the members at a General Meeting. It was proposed to enlarge the present Committee with Messrs. J. C. Bugler, A. K. Rendall and M. J. Valentine. Arnold Davey and Jeff Ody will co-opt the Committee, as it now stands, for the rest

of the year and will present all members in twelve months time for election or rejection.

Secretary's Report

Valerie May also commented on the change of the Club to a Limited Company, but, other than the extra work caused by VAT, she could see little change taking place in the running of the Club from her position. Membership stood at about 700, which she considered was due to the tireless efforts of the Subscription Secretary, Bryan Hyett, and his wife Barbara—and to the fact that Lagondas were now very valuable motorcars and owners needed the club to keep their cars on the road.

She was very pleased to welcome a number of overseas members and prospective members.

A lot of Committee time had been taken up this past year, not only with the Company formation, but also on the picture book. The normal stock of goods was still held, with Barbara Hyett looking after the sweatshirts and T-shirts. The year's Christmas card design was shown to members and was thought to be very attractive and appropriate.

She advised members that the original 'fish tail' exhaust end, from the LG45 team car, which the Club had received from an ex-Lagonda Company employee, was being presented to the Brooklands Museum, with a photo of the car and a potted history.

The Secretary concluded by thanking James Crocker and all the Committee members for their help and friendship; Wendy Davey, for typing the newsletter and acting as her deputy; Barbara Hyett, for helping with subscriptions and the shirts; Gill Ody, for the despatch of Christmas cards; Sue Batt, for helping with today's meeting; Sheila Burke and Hilary



The Concours winners line up at the AGM.

Photo: Arnold Davey.

May, for assisting on the Club stall; and all other Committee members' wives, who unavoidably get drawn into Club affairs. Valerie May was thanked, in turn, by Jeff Ody, for her contribution to the Club's success.

Annual Accounts

The Treasurer, Alan Elliot, presented the Annual Accounts as already circulated to members. It was considered unnecessary for him, therefore, to go through individual figures. He considered that the Club's affairs were on a sound footing. They were therefore proposed for adoption by John Rider, seconded by Jim Bradshaw and unanimously adopted. Finally, Alan explained that, in future, the accounts for spares would be combined with the general accounts and would come under the same heading for VAT purposes. Jeff Ody thanked Alan for all his hard work.

Picture Book

Jeff Ody briefly outlined the size of this book—400 pages, 600 photographs, 70,000 words. Publication by the 1988

AGM, in time for the Christmas market. The selling price would be about £25, with a pre-publication price to members. He thanked Geoff Seaton for his efforts and time spent on what will be a very interesting book.

Magazine

Jeff Ody thanked the Editor, Bruce Walker, for producing a magazine of high quality, but said that this depended on the content. Therefore copy is always urgently needed. Reports and photographs of events were always welcome, as were technical articles.

Events

The Events Secretary, John Batt, said that there had been 36 organised activities during the past year, ending with today's event. He commented on the competition side and also on the social events, particularly on the Lagonda Day at Brooklands, where the turnout was tremendous at a thoroughly enjoyable day.

The fixture list, as such, was not now separately published, but appeared on a

quarterly basis in the magazine, with reminders in the newsletter and this seemed to be just as effective as a printed card. He wanted verbal or written comments on the type of events members wanted. Pub meets were of interest, because they continued throughout the winter months and more were needed.

The Concours judges for this year were Phil Ridout and Geoff Seaton. The Committee were pleased to have the support of all who attended the AGM and he particularly thanked Alec Downie and Brian Reid-Rutherford for today's arrangements.

Area Reports

John Stoneman (East Anglia) said that there was strong Lagonda attendance every month at the 'Royal Oak', Barrington. Events had been held at Wimpole Hall, Audley End and at Oxborough Hall, together with a 'Wings and Wheels' flying event organised by Jim Bradshaw. The VSCC Eastern Rally will be attended by some Lagonda Club members. Jeff Ody thanked John for his report.

Alec Downie (Southern) said that his pub meet on the 2nd Wednesday of the month was well attended, as were the two rallies held during the year. As well as the Brooklands Lagonda Day, the 80th Anniversary of the opening of the track, to which the Club was invited, was also very enjoyable. The Lagonda Fun Day, organised by John Oliver, was also very successful and raised £110 for "Guide Dogs for the Blind". Jeff Ody thanked John and was grateful for the involvement of the Club in his work connected with the Brooklands Museum. Jeff also thanked Alec and thought that the venue for this year's AGM was very successful.

Harry Taylor (Midlands) said that he had been Area Secretary for 15 years and this year had been the best he had ever had. At his pub meet, which was combined with the VSCC, he now had 15 members and they always had a very good evening.

At the Aston Martin-Lagonda Company visit, seven Lagondas were lined up in front of the building, which caused a lot of traffic congestion! There could not be

a similar event in 1988, as no visits were being allowed until after the October Motor Show because a new model was being prepared. He also commented on the recent announcement that the Company had been bought by the Ford Motor Company.

Jeff thanked Harry and said that his 'works' visit was always very popular. The numbers were limited and those attending had to turn up in a Lagonda.

Spares Scheme

John Oliver explained the changes which had just been made in the running of the scheme. He explained that he was the 'shop keeper', who would store and despatch the parts, while Peter Whenman and Alan Brown would continue to give technical help and would be involved in the manufacture of new spares. He asked members to order from him by post and only to use the telephone in an emergency. Once he received the order, he would send a pro-forma invoice, members should then send him the necessary cheque and he would then send the goods.

Jeff thanked John and also commented that Alan Rendall, who was joining the Committee, would also be able to assist with technical knowledge.

Concours Results

Overall: C. H. L. Owen

2 & 3-Litre Class: 1st R. J. Walker
2nd M. & J. Batt

4½-Litre Class: 1st D. R. Hine
2nd P. G. Erhardt

Plaques: P. Cripps
P. Whenman

Jeff then asked all the winners to line up for a photograph and thanked everyone for attending the events. He closed the final meeting of the Lagonda Club and looked forward to the continued success of the Lagonda Club Limited.

THE LAGONDA CLUB IS DEAD, LONG
LIVE THE LAGONDA CLUB LIMITED!

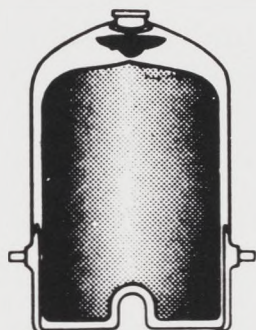
News from America.

CONGRATULATIONS TO HAROLD HAPPE, our North American representative, who has been elected a Director of the Chesapeake Bay Region of the Classic Car Club of America. He says that he can now represent the Lagonda Club and look for more members!

Congratulations too, to Craig Davis, whose magnificent Lagonda V12 Rapide was chosen as best of show at the 9th Annual British Car meeting at Palo Alto on the San Francisco Peninsula. Some 800 cars and 33 makes, plus motorcycles and a Bristol double decker bus took part in this event. Unfortunately, the brief article we were sent gives no further details, not even the date of the event!

Harry Robinson, who was co-editor

with Ken of the Malaysian and Singapore Vintage Car Register Magazine from 1967 to 1970, writes of the progress on Marianne's M45, which is being rebuilt by Peter Whenman: "Peter is slowly getting the car together, after a new body was fabricated earlier last year. The radiator, which was a mess cost (censored) to restore . . . boy, it must be a beauty! The new body was refitted and then all body parts refitted to it to ensure a proper fit later. Then the parts and the body were dismantled and the body sent off to the paint shop. The engine tear down and rebuild is next, as well as the running gear restoration." Harry goes on to say that the fall in the value of the dollar has not helped the costs at all!



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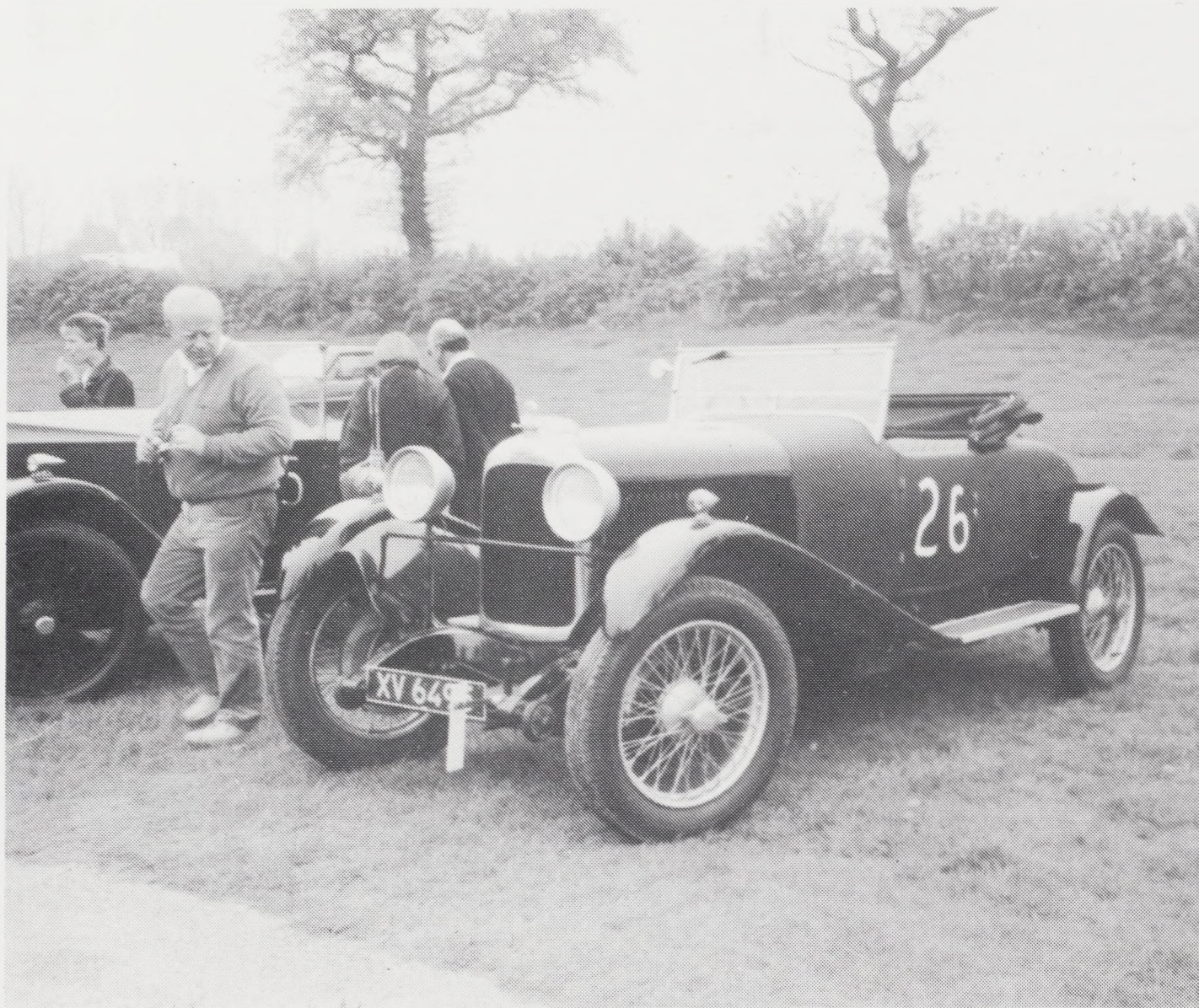
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The Competition Scene.

VSCC EVENTS THIS YEAR have been well supported by Lagondas, which have participated in the April Silverstone races, the Curborough Sprint and the Wiscombe Park Hill Climb. Apparently I was the only Lagonda Club member to take a camera as

none of you have sent any pictures of the events in question! My camera is unsuited to taking pictures of cars on the track, so here are some shots taken in the paddocks or car parks:



C. J. Miller's 2-litre two seater at Curborough.

MAGAZINE CONTRIBUTIONS BY:

SPRING:

30th March

AUTUMN:

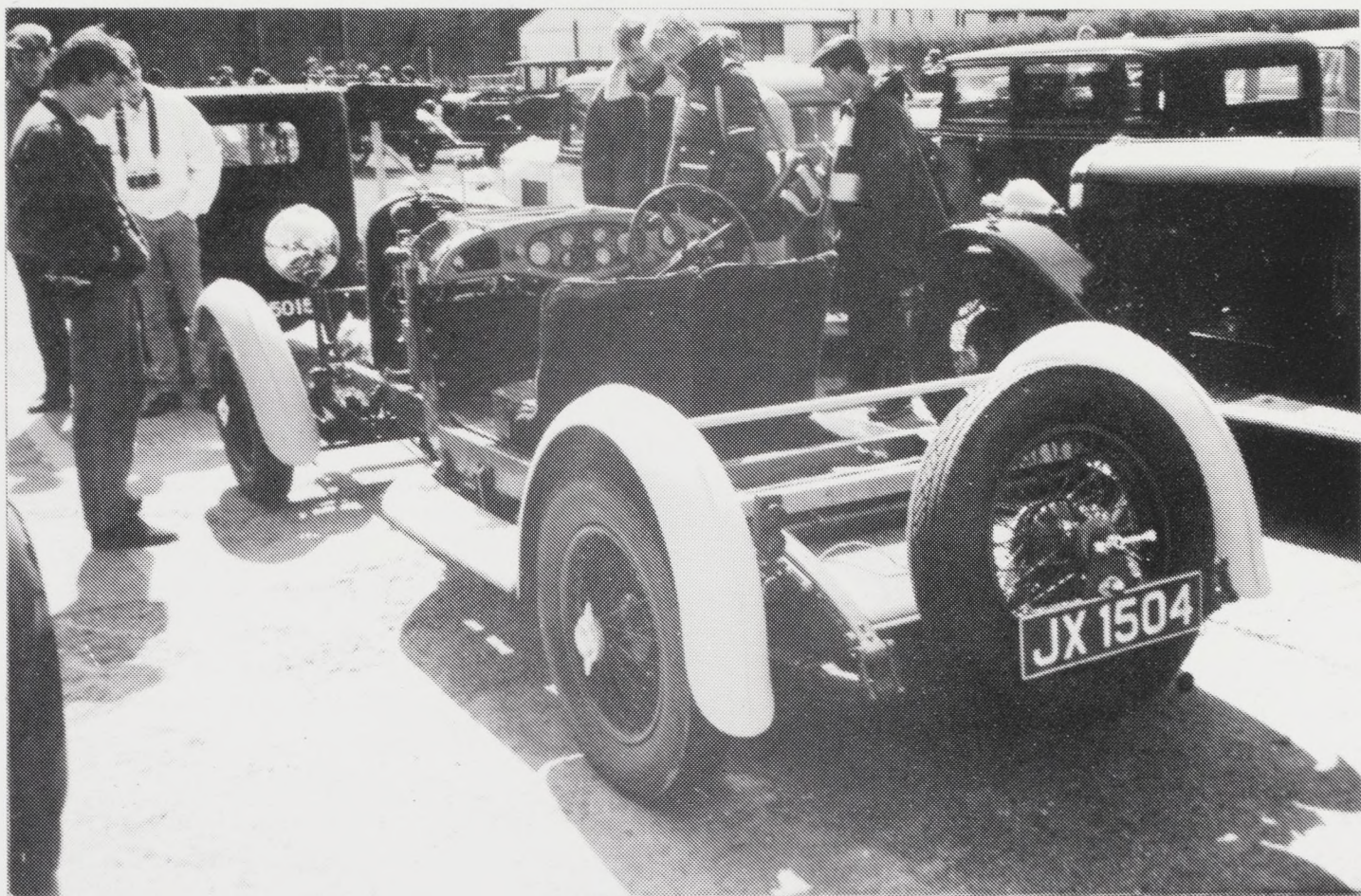
30th September

SUMMER:

30th June

WINTER:

31st December



Enthusiasm! a bodyless 2-litre Continental at Silverstone.



Picnic at Silverstone, note the mascots behind the pass lamp.

Book Review.

The Guinness Book of the Car by Anthony Harding, Warren Allport, David Hodges & John Davenport.

(Guinness Superlatives Ltd, 256 pages, 10¼ x 7½ in., £12.95)

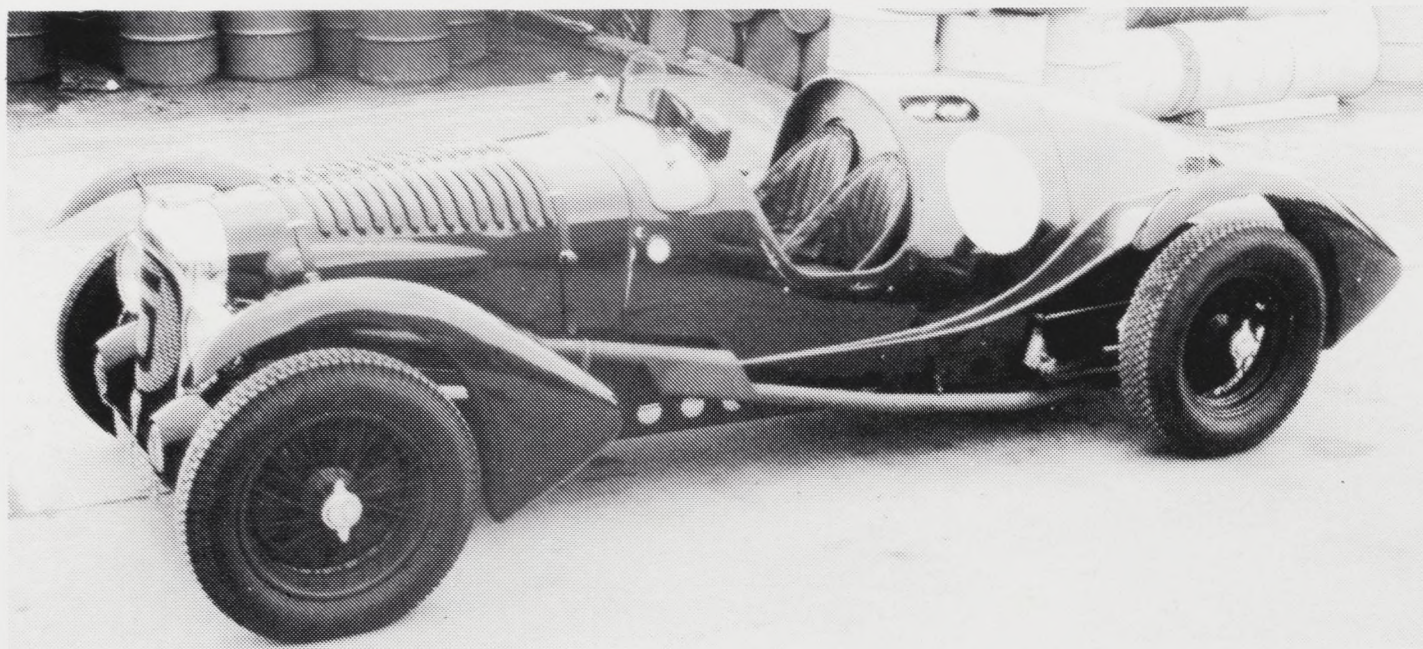
I had assumed, when this book appeared, that it was just a warmed-over reissue of the earlier Guinness car book called "Car Facts and Feats", which was published in 1971 for £2 (and we complained it was expensive). However, it turned out to be much more than that and the whole book has been completely recast. Warren Allport is new to the authors team, but the other three were part of the eight man panel that prepared the earlier book. Of the others, Michael Sedgewick and Anthony Bird have died and Bill Boddy, Wilson McComb and Cyril Posthumas either declined or were not asked. The change of personnel, plus the lapse of time, has greatly modified the approach and the book is perceptibly more modern in tone; less of a history lesson and more about contemporary activities.

I have to say that the new layout is more logical and it is a great deal easier to find thing with each of the six sections, where appropriate, listed in date order and not as the mood struck them, which seemed to be the "system" before. The six sections

are:- a potted history of motoring, year by year; short biographies of important people; histories of racing, record breaking and rallies and brief history of the industry or, more exactly, of the surviving important companies. The chronological order makes the historical bits easy to comprehend, but a lot of the idiosyncratic entries like "the first radial engine used in racing was the Burlat of 1907" have disappeared.

There are more pictures than before and, with a larger page size, they have grown, but on the other hand the paper is much poorer and the photosetting process has destroyed the quality, so that the earlier book looked the better. Also the Gordon Crosby paintings have gone. Thank heavens, the idea of printing text on top of line drawings, rendering both unintelligible, has also gone. While I am in a complaining mood, the biographies of famous drivers are oddly chosen. Eight lines and no picture for Mike Hawthorn, ten lines and a postage stamp photo for Jackie Stewart, but a whole page and a portrait of Jean-Luc Therier. No, I have never heard of him either.

Would I recommend this book? Well it depends on your existing motoring library and, to some extent, your age. Someone young or new to motoring books will find



Surely our members can tell butter from margarine . . . See 'Letters to the Editor', page 30.

it very valuable and the new layout makes it a great deal easier to use than its predecessor.

The tables, well, most of them, are also valuable to have all in one volume, even if the lists of production numbers by make worldwide since 1975 tells me more than I want to know on this subject. One quirk is that to find who won an important race in any given year, you have to look up the year the race was first run, where all the subsequent winners to date are listed. Odd, but OK once you have understood the system.

There are only three Lagonda references, one in the history of Aston Martin, one under '1947' referring to the David Brown takeover and one in the biography of W.O. But this is better than the solitary one in the earlier book

referring to the Selector Special as the model with the most number of gears ever sold (excluding off-roaders of course).

You can settle a lot of saloon bar arguments with this book. Take for instance the first introduction of the following features, all earlier than you imagined:-

Windscreen wipers—1916 by Willys

Thermostatic radiator shutters—1920 by Straker Squire

Automatic Choke—1922 by Cadillac

Electric fuel pump—1924 by Wills-St Claire

Headlamp flashers—1935 by Fiat

Windscreen washers—1937 by Studebaker

Winking indicators—1939 by Buick

It is probably worth buying just to settle those sorts of argument

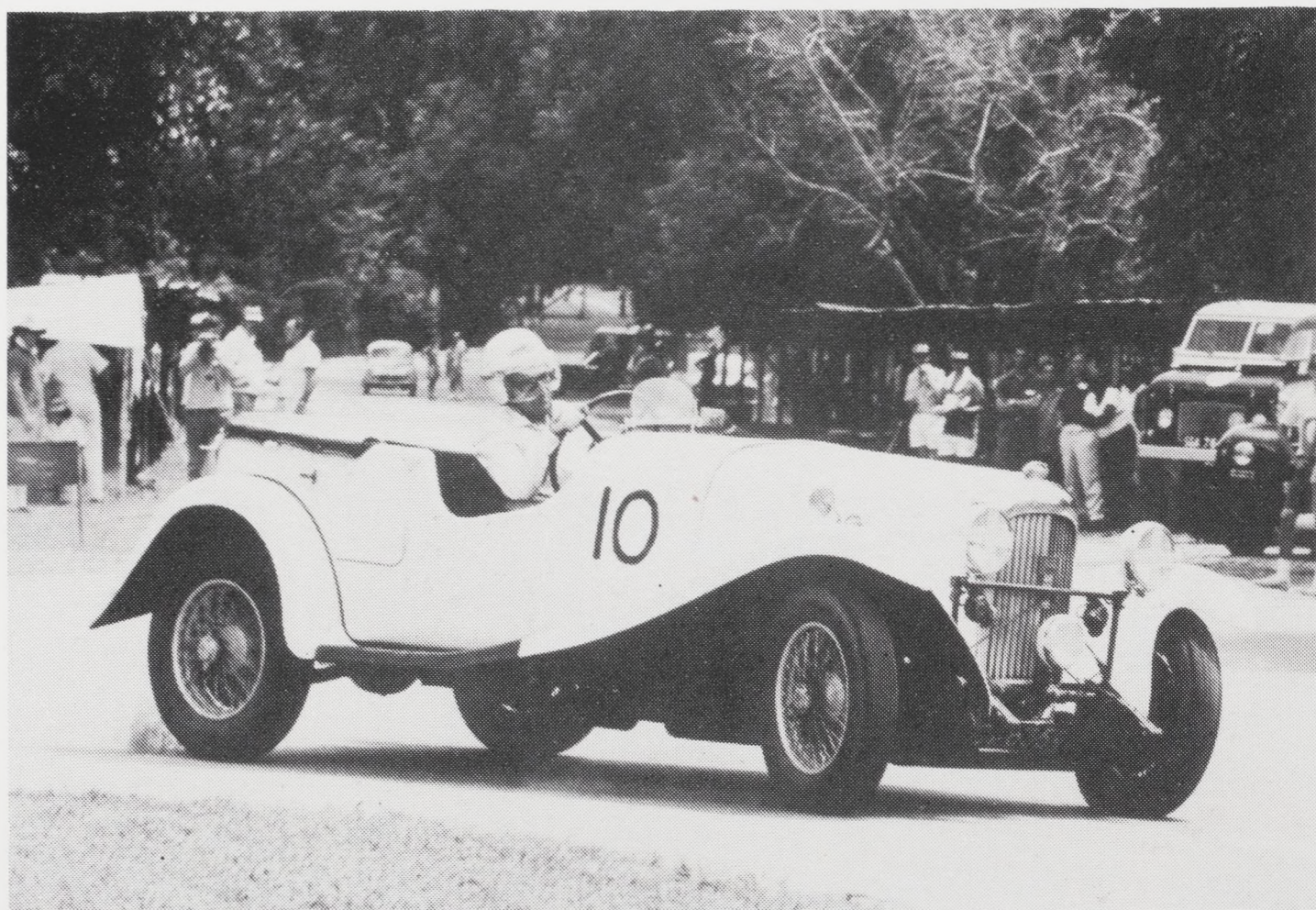
A. DAVEY



The Freestone & Webb V-12 (14033) formerly EX 4939.



Your Editor would like to know where this car has been to “earn” its modern registration number.



Your New Editor having fun in a Vintage Race in Singapore in the mid 1960's.

The Club Badge.

WHEN, AFTER MUCH discussion it was finally agreed to amalgamate the Lagonda Car Club and the Two Litre Lagonda Register the question soon came up as to what we should do as far as a badge. This was a very serious matter and no new badge should show any bias in its design towards either of the previous organisations. This was highly emotive and could become as difficult to resolve as finding a name acceptable by all when political parties attempt to amalgamate.

A competition was run, offering a small prize for the chosen design for the new badge. A small committee met one evening at a public house at Croxley Green and pondered over the submitted designs. I cannot personally remember many in detail but one I cannot forget. Tortoise Taylor, tongue in cheek, submitted a drawing showing the Lagonda Car Club and the Register badges side by side in a

warm embrace. The tip of the wing of the Car Club badge wrapped round the body of the Register badge, one arm of which likewise embraced the Car Club badge.

From the more serious entries we had to admit that there was nothing that warranted being chosen for the new badge.

There was only one honourable solution, showing absolutely no bias to either party and that was to go back in history to Lagonda's own nameplate design as used up to the 11.9, or more correctly 12.24 cars.

This was agreed and hence the current Lagonda Club badge.

It has been suggested that the badge closely resembles the Ford emblem but then who would ever associate Lagonda with Ford?

ALAN AUDSLEY



John Batt lays down the law.

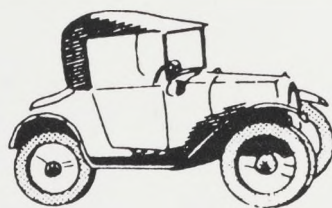
Rules for Restorers

or: Why things never go right.

1. If anything can go wrong, it will.
2. Interchangeable parts won't.
3. Any wire or tube cut to length will be too short.
4. Availability of a part is inversely proportional to your need for it.
5. Tolerances will accumulate unidirectionally towards maximum difficulty of assembly.
6. After a part has been assembled, extra components will be found on the bench.
7. A dropped tool will land where it can do most damage, or where it will be most inaccessible. Sometimes it will do both. (This is known as the law of selective gravitation.)
8. Components that must not and cannot be assembled incorrectly, will be.
9. Any error that can creep in, will. It will be in the direction that will do most damage.
10. All constants are variable.
11. The most logical way to assemble a part will be the wrong way.
12. Dimensions will always be expressed in the least usable terms.
13. If a part can be installed incorrectly, that is what you will do.
14. An adjustable spanner used to remove a component will either be too tight or too slack to replace the same part, even if you try to replace it immediately.
15. Hermetic seals will leak.
16. After the last 16 screws are removed from a component, you will find that you are dismantling the wrong part.
17. To estimate the time a restoration project will take, carefully work out how long you expect the job to take, then treble it.
18. To estimate the cost of a restoration, carefully work out all known expenditure, then quadruple it.
19. Rules 17 and 18 always give serious underestimates of time and cost.
20. The one thing that you learn from experience is that you never learn anything from experience.

Copy for Future Magazines

ARTICLES AND PHOTOGRAPHS are always required, either for immediate use or for future editions of 'The Lagonda'. It is helpful if articles can be typed, but not essential, provided the author's writing is legible. For those who can't, or won't write, I can accept articles dictated onto cassette tapes (this method resulted in some superb articles in the last magazine I edited). All contributions will be acknowledged on receipt and all photographs will be returned after use. Photographs should be as large as possible (the modern super size prints are ideal). The block maker prefers black and white prints, but acceptable blocks can be made from colour prints, provided they are good and clear with plenty of definition. Don't wait until the deadline given in each magazine for articles, if you have something to write do it NOW whilst you are still thinking about it!



RESTORATIONS

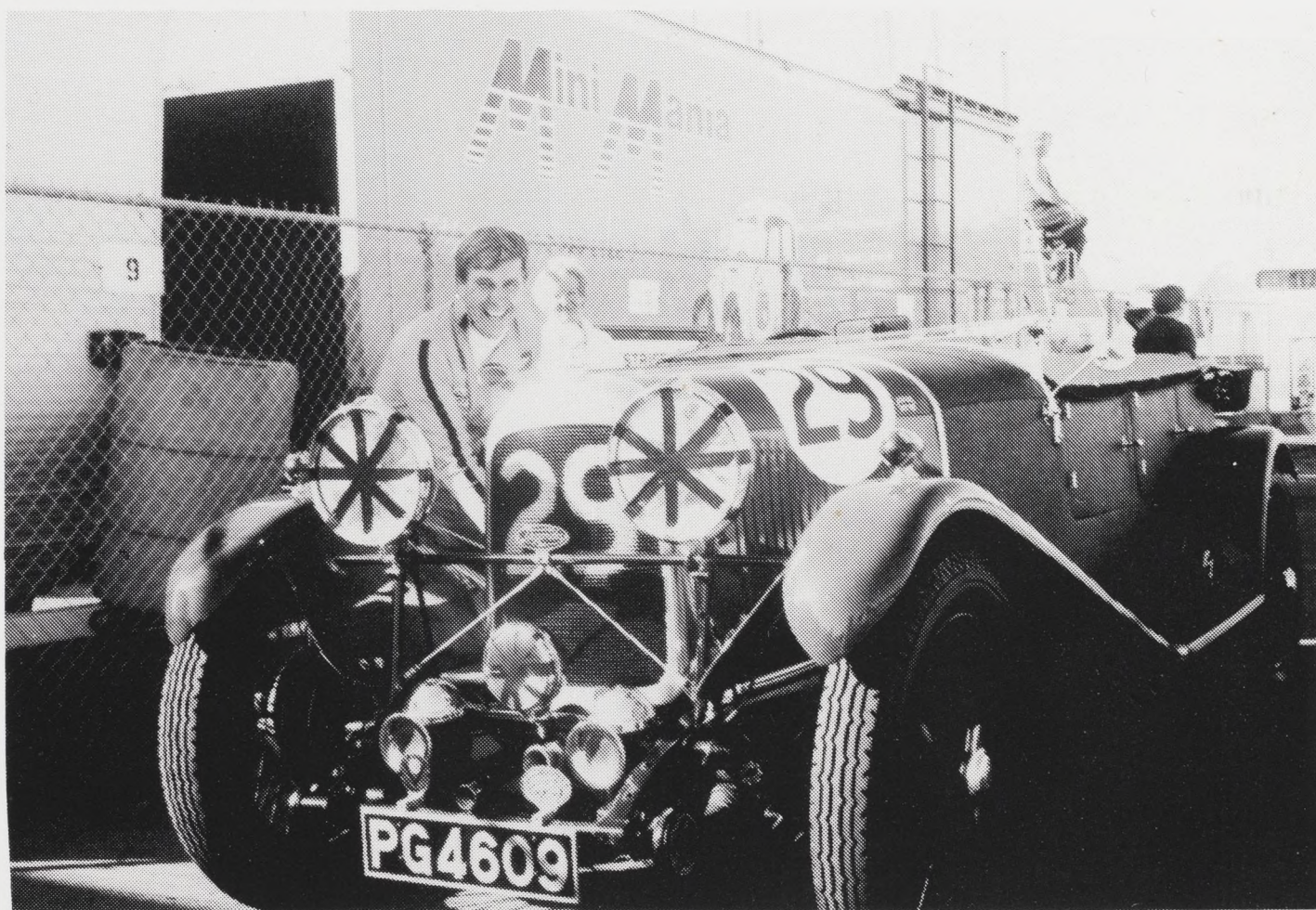
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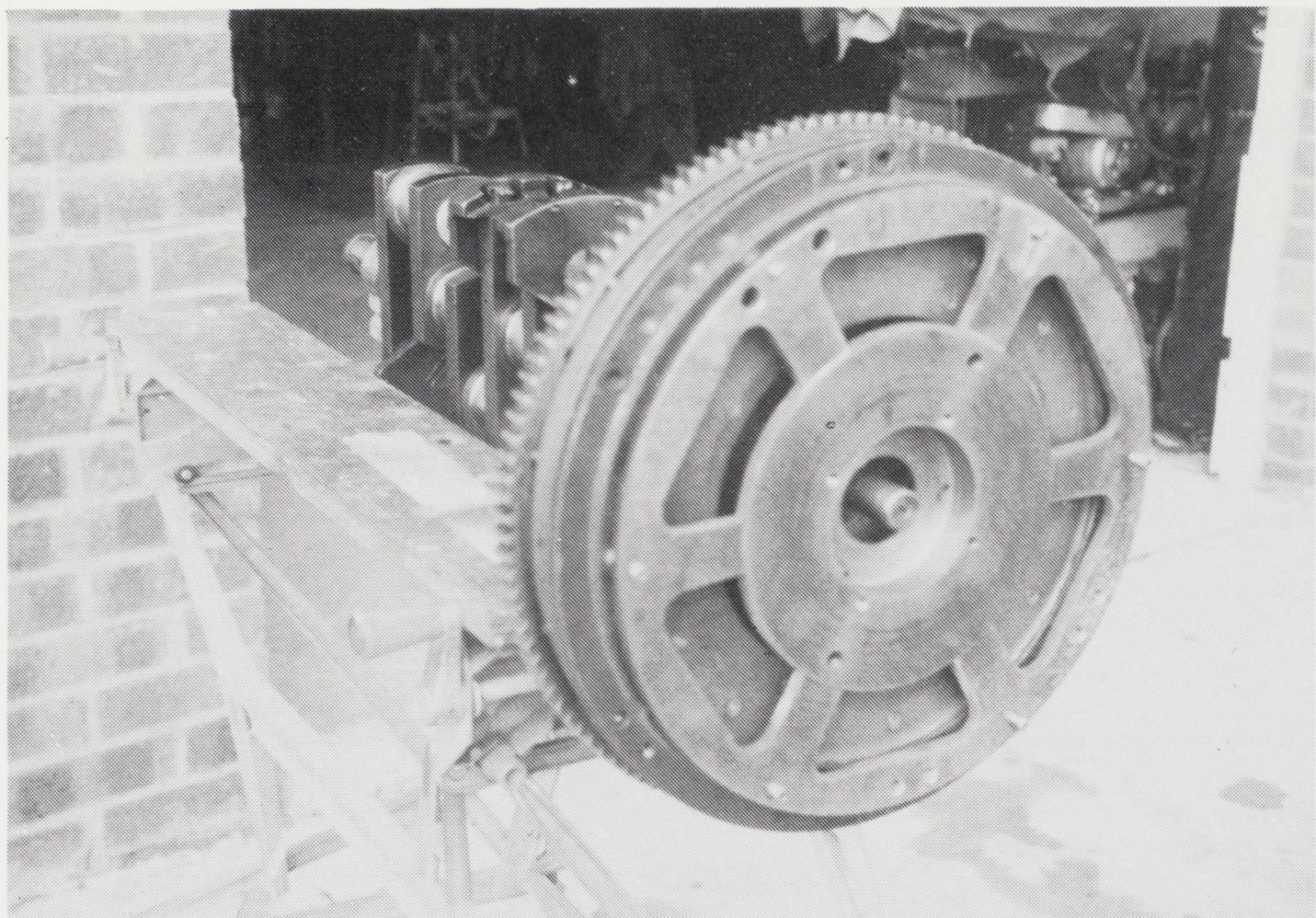
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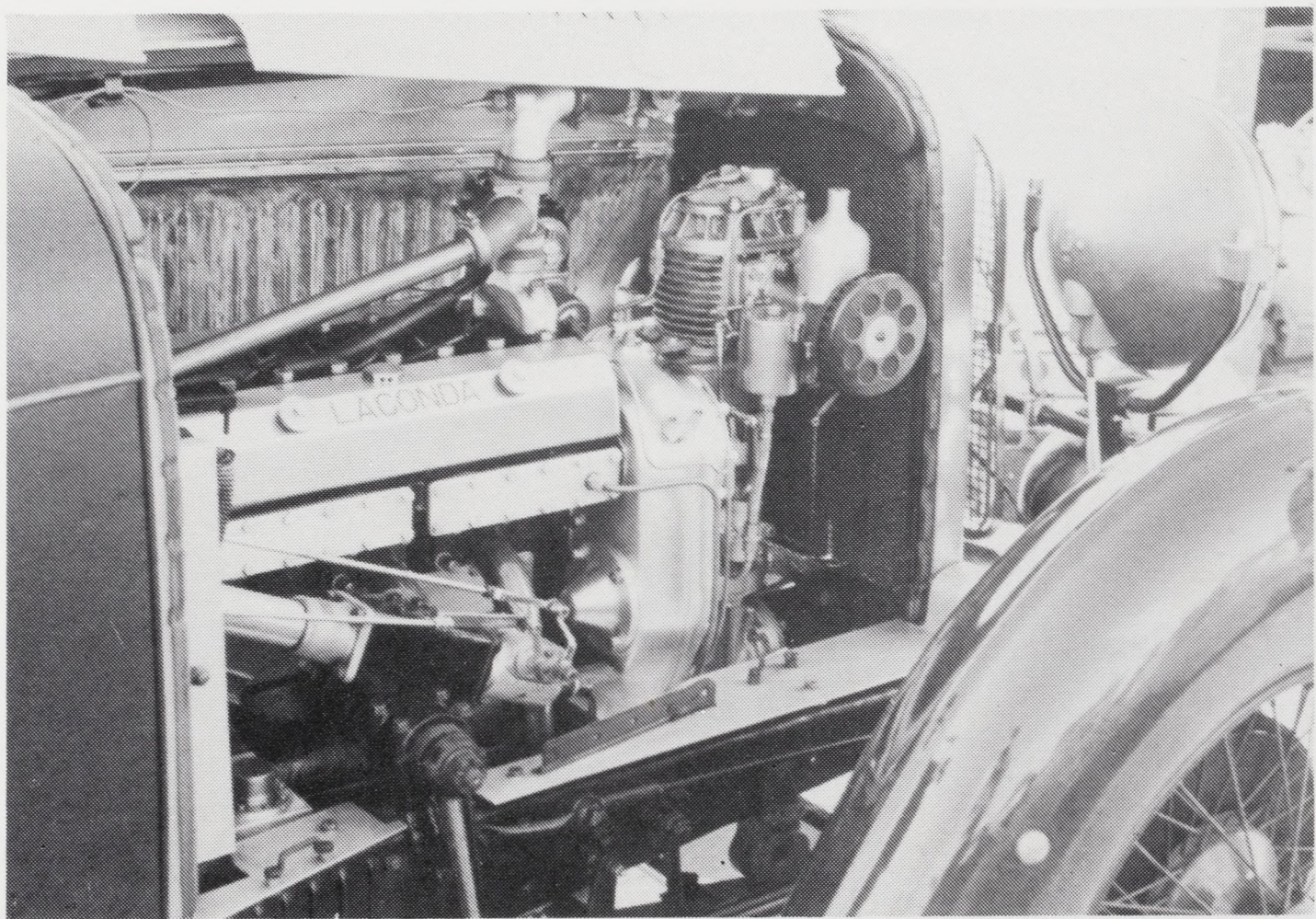
Free Estimates



Graham Wallis, our member living at Aptus, California, racing his 2-litre at Laguna Seca, California, Summer 1987.



John Batt's lightened flywheel on his blown 2-litre—a No 1 Mod! Photo: John Batt.



John's completed engine, now running with Roots blower etc.

Photo: John Batt.

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LG45, LG6, V12 £5.00

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Lapel Badge—winged, pin fitting £2.30

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"Lagonda—a History of the Marque" by
Davey and May.

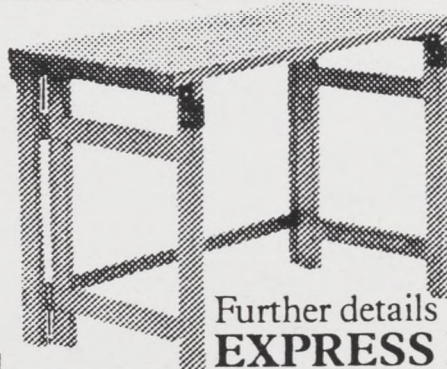
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Jottings from the Chair.

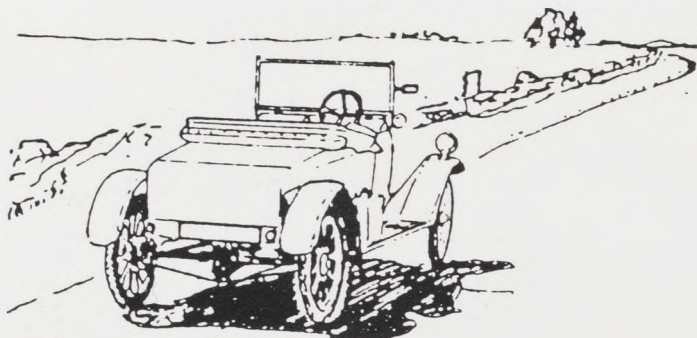
UNDER THE NEW LEAF and New Broom heading the New Editor is being greeted by a Magazine contribution from the Chairperson, which is probably something which should have occurred a long time ago. Well, better late than never!

Recent motoring experience on the personal side has been dominated by the self destruction of the differential on our ex Ray Wickham M45, following close upon Stephen Lewis's similar but not identical experience. Perhaps there is some awful time machine working away here. In both cases the C shaped bearing caps holding the main roller races burst, in my case allowing the pinion to override the crown wheel and smash it, in Stephen's case coinciding with separation of the crown wheel bolts, saving the gears. One often sees Bentleys being advertised with Steel Diff Cage, so clearly the use of aluminium for this purpose is not entirely

satisfactory. The Club is make some 3.3 Rapide differential gears, so this is probably the long term solution. Meanwhile I shall try using a spare 3-litre diff, at 4.1 and taking care to spare the much slimmer half shafts, which should be a test of self-restraint. The car has to go on the French Chateau jolly in June.

A couple of interesting points arose in the work to switch the axle assemblies, with which I had the very welcome help of Alan Rendall and Rudy Wood Muller, who was visiting from the US at a useful moment. The first, which is worth remembering, was that if you have difficulty clearing the M45 diff unit past the footwells and the axle casing, it is helpful to pull the unit away from the studs and revolve it though 90 degrees so that the crown wheel is horizontal. This gives the extra clearance needed to drop it down and away, nose first. The other is that the prop shaft can be a real pain, and it is best to detach it at the rear first of all, get it past the diff if you can, to release the front end and remove the splined union so that the shaft can be pulled up onto the gearbox and out of harm's way.

Whilst down under, I also noticed that the odd chamfer which is taken off the



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58 PORTMAN ROAD, READING

nearside of the petrol tank has a purpose: it allows the exhaust pipe to come past the tank to between the wing and the body with the correct slight upward gradient, not straight out below the tank as is so often done with modern replacements.

The 3-litre saloon has been behaving magnificently I am glad to say. We took the family with both Kate and Nancy and their teenager luggage, plus our own, on a grand tour at the beginning of April, starting with the Northern Dinner and Dance, then going on to the VSCC Light Car Welsh near Builth, and finally motoring all the way through the Cotswolds back to Kingston. Each leg was about 230 miles, a total of over 700 miles, and a consumption of around 15 mpg. John Batt, who accompanied us from Wansford to Monk Fryston, accused the 3-litre of running too rich, so I checked Andre Kenny's choice of needles. They were unchanged since I bought the car in 1977, and he had fitted 80's, so I have substituted 7's now, paradoxically on Audre's own advice: he gave me a note with the car which said:

SU Carburettor Needle for Lagondas

4.5-Litre Rich K

Standard KT

Weak C1

3-Litre Rich MME

Standard 7

Weak A0

2-Litre Standard 6

We may yet have to go in the saloon to France, so I'll report back on the new consumption if we do.

Meanwhile, I will close with an extract from Ray Wickham about motoring abroad in different circumstances:

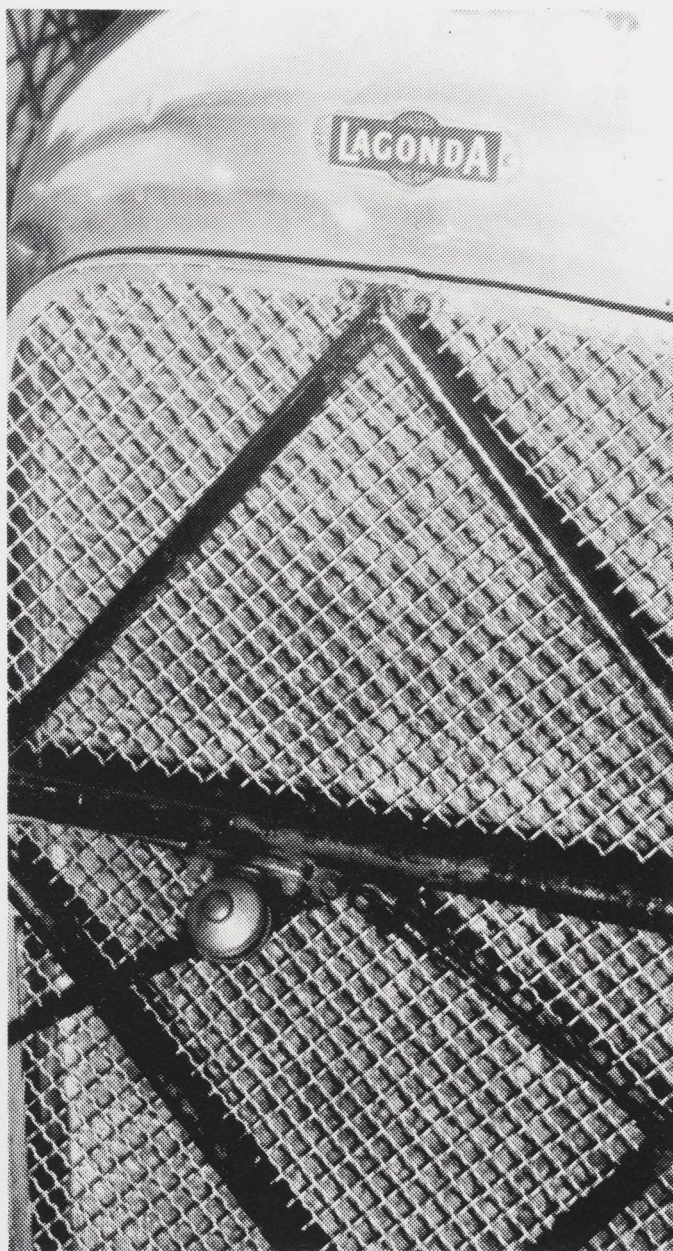
"The LG6 which was used all over the Continent and Scotland was a very special favourite: probably the most handsome Motor in the World in 1939. It was sold because none of the four children could see outside when the Drophead was up. With it we won two concours: The West Kent Club, and The Chiltern Car Club. The latter—A great honour! Lord Howe was skipper of Judges (our late president). It

must be one of the few cars to have been washed 3 times a day, at Birgitta's home in Sweden in 1949 where she was admired like a Rolls. The chauffeur washed her A.M. We then went to her uncle to lunch, where his chauffeur washed her. On return home the chauffeur washed her again!!!? How times have change!"

Ray was writing about one of his earlier Lagondas, which he had before BGO 400, the 3-litre which in his ownership, preceded our own M45. I had written asking why he would have sold a very fine LG6 Rapide, in favour of one of the earlier cars for family transport.

Puzzle Picture

JOHN OLIVER sends this picture and asks if members can guess what it is! Answer on page 27.



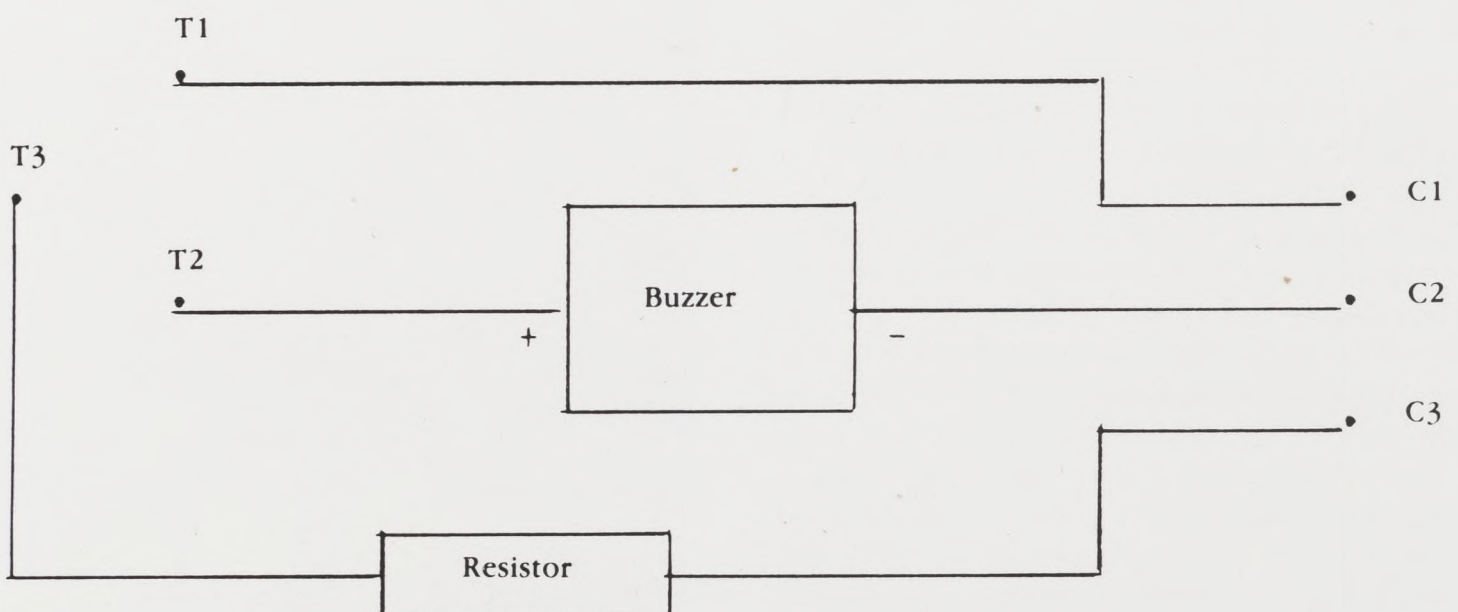
Build yourself a Lights-Left-On Warning Device.

MANY OF US HAVE COME to rue the day or night when we parked with lights left on. The inconvenience of a jump start because we only found out our mistake just before the next journey is often only the beginning of the bad news. Usually the battery is never quite the same again; the period of standing discharged, followed by a high burst of charging from the alternator/dynamo isn't the sort of treatment for which it was designed. If the vehicle has an alternator, things frequently get worse still; the diodes and transistors which control the alternator output are not designed to handle either two batteries during the jump start or a high current output to charge a completely flat battery. Quite often a replacement alternator is also needed within a short time.

To stop this sequence of disasters, some of today's cars have an alarm fitted from new which sounds if you open the driver's

door with the lights on. It also gives you the peace of mind of never having that horrible sinking feeling when you're half a mile away from the car on a dull wet day and can't remember whether you switched off the lights. This article explains how you can build yourself a similar transistor-controlled warning device very cheaply using parts which can be easily obtained. Unlike the kits and projects which you find in electronics magazines, I've assumed no knowledge of electronics at all; it is a simple set of instructions in two stages, firstly building a warning device module, secondly installing it in the vehicle.

The parts you will need for the warning device module are: one PCB-mounting 12 volt D.C. buzzer, one BFY51 transistor, one 1000 ohm resistor, one block of three cable joiners and one small piece of unclad veroboard about 2" by 1". The components are soldered together on the veroboard as shown in the diagram below:



The veroboard comes with a matrix of holes through which the legs on all the components can be pushed to keep them neatly in place. The above diagram shows you how to solder together the components when they are lying on their backs and you are viewing their legs sticking through the veroboard. T1, T2 and T3 refer to the three legs of the transistor, T2 is the leg which has the little tag at the side of it. C1, C2 and C3 is the block of three cable joiners. You will find it helps to stick the buzzer and cable joiner block to the veroboard using an adhesive. Make sure you wire in the buzzer the correct way round as shown and not back-to-front; the resistor cannot be wired backwards, either way round will do. For this part of the project use "bell-wire" (fine insulated cable).

Before you install the module in your car you can test it with any small battery—it should buzz only when C1 and C3 are joined to the positive terminal of the battery, and C2 is joined to the negative terminal; in every other combination it should not buzz.

The module is joined to the electrics of the car using the three cable joiners. Before you start this second part of the project, disconnect the battery and use cable of similar thickness to that in the car's wiring loom.

The instructions in this paragraph refer to a **NEGATIVE EARTH** vehicles only. If you are going to fit the module to a positive earth vehicle, you can now skip on to the next paragraph. Gain access to the interior light switch on the pillar of the driver's side door, and run a cable from its spade/tag connector to C2. Next gain access to the car's on-off master light switch, run a cable from its live tag and join this to C1. Run another cable from the tag which becomes live when the sidelights are switched on and join this to C3.

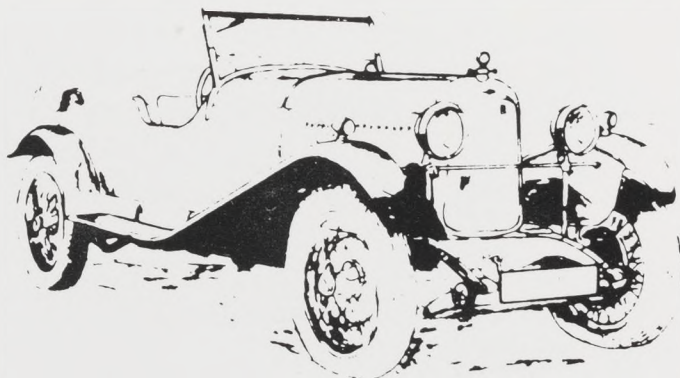
The instructions in this paragraph refer to **POSITIVE EARTH** vehicles only. Gain access to the interior light switch on the pillar of the driver's side door, and run a cable from its spade/tag connector to C1. Next gain access to the car's on-off master light switch, run a cable from the tag

which becomes live when the side lights are switched on and join this to C3. A third wire needs running from C2 to the negative terminal of the battery.

By now your warning device should work, so reconnect the battery and test it—you should find that it buzzes only when the lights are left on and the driver's door is open. You can then stick the module to a non-metallic surface somewhere under the dashboard with a little "Blue-tak" or plasticine, and tidy up any disturbed interior fittings.

If you are interested in building a warning device, first of all don't be easily swayed into buying one of the unnecessarily sophisticated kits currently advertised at up to £12 in electronics magazines—unless you understand the terminology, the plans or instructions may be unintelligible. The parts for this device are easily available from any electronics dealer, but beware of hidden extras such as a minimum charge or fee, cost of post and packing, and VAT—most dealers charge all three. If you have any problems, I can let you have a correct buzzer, transistor, resistor and piece of cut veroboard for £3.50 which includes post and packing. If you have any other problems or questions, feel free to write to me but please do enclose an S.A.E. The address is K. L. Martin, 19 Brookmead, Meppershall, Shefford, Bedfordshire SG17 5SA.

K. L. Martin



Hull & East Riding Members' Notes.

WHAT A CHRISTMAS WARM-UP we had here up north early December. One Saturday morning Ian threw open the North's renowned collection of veteran and vintage cars to all who cared to visit. Then to cap it all Mary and he entertained almost forty visitors with Lagonda Club connections to a lavish hot lunch at which all were simultaneously wined and dined at one sitting. And that was the morning after the night before at the Hermes Beverley Arms Christmas Dinner. We cannot thank them enough. Also present at the dinner were the highly regarded (though not yet completely restored) 3-litre tourer and the long service M45R of Don Hoggard and the Hill family respectively. We've also met Ted and Eleanor Townsley at a different Christmas lunch. The social scene has been strong, enjoyable, and healthy.

The competition scene is fragile these winters. Henry Coates had notable successes in the earlier Welsh-mountain Meashams of yore and young North was also successful years later. At this year's revived, revised, and re-positioned VSCC Measham Trophy Rally we had odd locals marshalling at checkpoints and driving-tests. John Harris, related to us by adoption of LBT, was game enough to enter. He started but was unable to finish. Over the years he has worked hard on the car to improve the silent efficiency of its engine when rallying and racing and it is often the quietest car on the circuit.

It is amazing in winter how many cars use otherwise deserted narrow country lanes in the wee small hours. Awaiting their first competitor to check through on the all-night Vintage Measham one squad of marshals had numerous false alarms. Then they saw the lights of the fastest yet snaking down the inky hillside to their valley.

"Can't be one of ours, first ones due are the slow cars."

"Course not, he's far too fast."

"Besides, he's too quiet for a vintage car."

Suddenly an unexpected whoosh, an application of silent unbelievable braking power, and it was their first car, renumbered to number one, all the way from Oldham would you believe, and a full six-seater full-width full-size Phantom—or maybe a Ghost—Rolls-Royce. Absolutely awe-inspiring. And it makes you think.

This silence might even have fooled the redoubtable Jenks. So probably would Harris in LBT had he got thus far. We were told that at the VSCC Marshal's Dinner this respected journalist and author had confessed to being a failed marshal himself; and more than once. He and The Bod were marshalling during really dense fog and they decided to recognise the competitors by their sounds as they passed unseen. It was easy with the burbling of a Bentley or the sound of the chains on Frazer-Nashes, but at the end of the day their findings were not acceptable. Wishing to help again, they offered at their own discretion to marshal non-competing cars at the next meeting into (i) acceptable-type car and (ii) non-acceptable type car, parking areas. All went well, he said, until a Lagonda was directed into (i) but was hastily followed by a big Ford. When they went to turn out the latter the Lagonda driver came along and said if they turned out the Ford he would drive out too because it was carrying his lunch! Interesting to speculate on who the Lagonda driver might have been.

VSCC Pomeroy Trophy Meeting had a prestigious entry of powerful pricey moderns such as Porsches, BMW M3, Ferrari and Aston Martin, all ages of Bentley in Standard, Donington, and Special forms, and in this last was our Lagonda Club member Stanley Mann in his 3/8 recently acquired from a longstanding

northern enthusiast who has attended the local VSCC pubmeet now held near Malton where he came in that particularly Bentley as recently as last year. However, due to the scarcity of Lagondas it was particularly pleasing to come across EV 4604 in the officials' car park and be greeted by our Competition Secretary John Batt. All power to his elbow.

Similarly and as ever, Hull & East Riding Members would be delighted to greet members who manage to drop in at our monthly pubmeet (details elsewhere).

HERMES I



Answer to 'Puzzle Picture': Perhaps it should have been sub-titled "Oh ye of little faith", it's a starter motor button fitted to a 1930 3-litre—press the button and crank with the other hand!

Lagonda Clerihews.



No. 6—by Arnold Davey

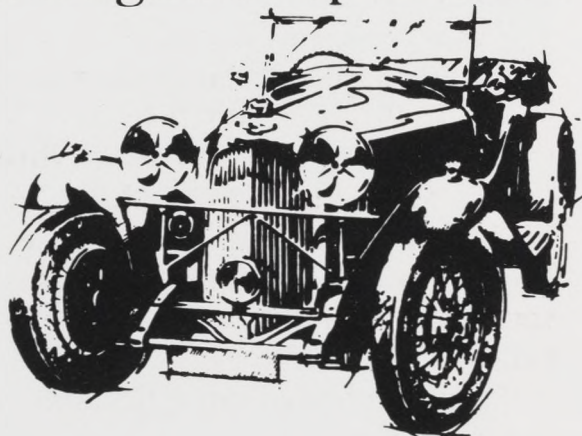
Lord de Clifford
Was worried his diff.'d
Pack up in the Rapier
His butler was hapier

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Notes from the Membership Secretary.

I THOUGHT IT WAS about time that I had a few words in the magazine, in part to welcome Ken to the editorial chair and also to set the minds at rest of those who thought that I had died or retired without a successor.

We have now removed from the mailing list all those silly billies who forget to send their subscriptions (I really cannot believe that anyone would deliberately leave us). I did once publish a list of all those who had forgotten to pay their sub, with the motive that it would save their membership from lapsing. However, I received a complaint or two, along with a suggestion that was highly impractical, if not impossible. So I did not do it again. I would be interested to know what the majority of you think.

If you knew just what had to be done every time the wrong amount was sent in, or a standing order was received from the bank without the membership number (and frequently without the member's name either) you would all vie with one another to sponsor my application to join the Sherlock Holmes Society. Will the guilty please take note.

There is no doubt about it that the club and myself prefer subs to be paid via a standing order through the member's bank. It allows me to take my time in processing the transaction and provides the club with much-needed revenue early

in the year. However, before you all rush at me for Bankers Order forms, you should know that the committee will be considering the subscription rate for 88/89 in the light of experience after the first year as a Limited Company and being liable for VAT. Also, it may happen that the subscription year and the club's financial year might have to merge, so as to make the management of the club simpler. Anyway, you will all be kept up to date as things happen. The subscription reminder form always includes a Bankers Order form for *you* to send to your Bank, *not* to me please.

Right. Now that I have got the subscription reminder out of the way, I must mention the Pink Forms. You were all sent one towards the end of last year, i.e. with the sub reminder last October. All we want is for you to sign it and return it to me. Nothing else. Well, it appears that some thought they should send the £5 mentioned, some have fed the form to the family goat and at least one has written saying that form was not for sale. OK, let us put the record straight. The form is a *statutory requirement* under the Companies Act, we have to deposit a list of members with our Company Agent. If you have lost the form, please ask Valerie for a replacement (and enclose a s.a.e.), then send the completed form to me.

BRYAN R. HYETT

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Letters to the Editor.

Amwell
Nr. Wheathampstead
Herts

Dear Mr Walker

Just a word to congratulate you on an excellent edition of the magazine. Full (mainly) of really informative stuff. I would line myself up completely with the sentiments of Messrs Weeds and Anderson.

As a chap deep in the rebuild of our 16/80 I thirst for the experiences of those who have done it before!

So keep up the good work, less of the social and the concours and more of the reminiscences and "how to do it".

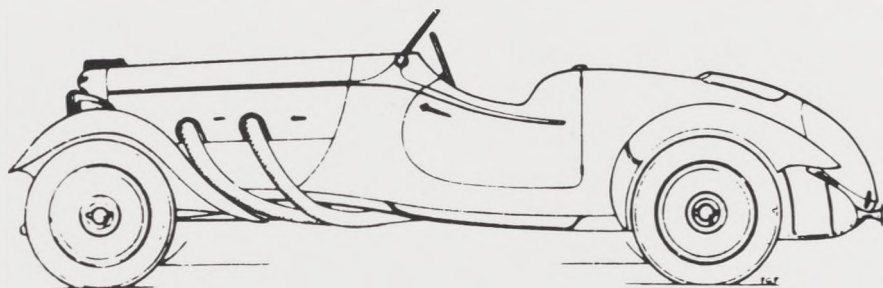
M. E. ROBINSON

6 Aubrey Road,
London W8

Dear Sir
Lagonda Club—W17

It is very many years since I owned a Lagonda, I'm about to join yet another one-make Register having bought a Humberette, most of the people I know in the Lagonda Club I also meet at the events and functions of the other Clubs and so I have decided not to renew my subscription to the Lagonda Club at the end of the present year. I did in fact pay for this year a few weeks ago.

For this reason—and this reason alone—it doesn't seem appropriate for me



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to sign the application form for membership of the Company.

I have greatly enjoyed my many years of membership of the Lagonda Club—at one time I even edited the Magazine although I then owned a Bentley (and still do) and not a Lagonda!

With kind regards to anybody who would know who I am.

ADRIAN WHITELY

Rye Common Lodge
Crandall, Surrey

Dear Sir

The Lagonda Magazine Number 135

How nice to see a photo of the V12 Le Mans Lagonda of John Rees on page 16 of the Winter edition of the Club magazine. As all club members know, this is one of the pair of cars that not only competed in the 1939 Le Mans race, but also took part in the last race meeting at Brooklands. As one who helped John Oliver organise the car display to commemorate the opening of Brooklands 80 years ago, I was really pleased that John Rees was able to join us with his truly historic Lagonda.

It is sad that the Motor Trade have made so many copies of this great car, destroying saloons or dropheads to do so. I feel their actions are an insult and slight to Mr. Rees, who has so painstakingly brought back to life one of the most memorable cars in Lagonda racing history. It is even worse when owners of these fake Le Mans cars parade them about allowing the gullible public to think they are the real thing. I would like to know the true feelings of the people who buy these fake cars; I know why the Trade build and sell them, that is obvious, but do the buyers get satisfaction from such obvious fake cars. Perhaps one of them would enlighten us, or are they all "yuppies" outside the Club as John Anderson suggests in his letter on page 31.

DENIS JENKINSON

PS I hear the Northern Lagonda Factory are building seven fake Lagonda Rapides, using up 4½-litre saloons and dropheads. What do the Club think about that?

Sutton-on-Sea
Mablethorpe, Lincs

Dear Bryan

Although we have never met, I trust you will not object to me addressing you so, Dear Sir, seems so formal. I have procrastinated in my decision, but your blue card gave me a jolt, a jolt necessary to make me come to a decision to make this my last year as a member of the Lagonda Club. I am sorry to be doing this, but at my age, eighty years, and the price now being asked for Lagondas I cannot see any point in continuing.

I would like to thank you and all the people who have managed the affairs of the club, which made it possible for me to enjoy reading the news sheet and magazines thus keeping alive the hope that some day I would be able to replace the M45 I sold years ago.

You will find enclosed my cheque for £15 and also the pink form. Although I would be pleased to pay the £5 to help the club if need be, I do hope and pray that it will never be necessary to invoke clause 6.

J. A. HIND
H26

Blythe Bridge
Stoke on Trent, Staffs

Dear Sir

Regrettably I shall not be renewing my Lagonda Club Membership this year. I have sold my car to finance my becoming an aviator (microlight actually) before I get too old—it was the only way I'm afraid.

May I take this opportunity of saying that I have been very happy to be a member for the last eight or nine years and I am truly grateful for the help I have received. The Lagonda Club is a well run organisation full of very pleasant people, and I wish you all the best of luck for the future.

Thank you.

M. H. WRIGHT
W.73

The following letter was received on notepaper headed "Voiturettes Bedelia, R Bourbeau & H Devaux, Constructeurs" and probably proves that you shouldn't believe all you read!

Dear Sirs,

It has come to my notice that your quarterly journal is in need of fresh articles of little interest and without the Motor Car theme as their main, in fact only, topic.

As a previous contributor to "The Lagonda" circa 1984-85 (I'm not too sure of the year, as with advancing age the mind does tend to wander) but to get back to my hearing the first crocus of spring—whoops, sorry, brain ache again—it is of no surprise to me that there is a dearth of material coming your way if my experience is anything to go by. As an example, upon submitting an article, which, may I say, exhausted my complete supply of candles and cost an arm and a leg (or a few gin and tonics to be more precise) in secretary's fees for typing, I was told that the article was in line for "The Pen Award". Imagine my delight when informed that my effort was considered worthy of the award, as the only other things that I had previously won had come off the back of a lorry.

You can hardly imagine the shock to my system on hearing that I had been disqualified on a technicality (I was not a paid-up member of the club) and that the award had been withdrawn before presentation.

With that kind of treatment it is hardly surprising that you are short of material, as I for one will never again spend my time composing rubbish for your magazine. And by the way, you might like to know that the cheque also bounced.

FRUSTRATED OF EPSOM



Charlesworth
Cheshire

Dear Sir

As one of the Concours judges at VSCC Oulton Park Meeting last year, may I assure John Anderson that the 2-litre Lagonda which arrived on a trailer was *not* judged. Even if it had, it was neither elegant enough to win the Concours d'elegance, or in good enough condition to win the Concours d'etat.

HERB SCHOFIELD

Dear Madams and Sirs,

A little joke story—Having set off from Hampshire in my 4½-litre team car "Le Rouge", with a 6½ stone Dobermann restless and cat shouting, I was proceeding very well along the M3 towards London, keeping up with the Porsches, Maseratis etc. Fine, I thought, fuel gauge doesn't work, I use a cane as a dip stick, the clock does not work, the rev counter is possible. Suddenly the only instrument that works—the water temperature gauge—went over the top. Funny, I thought and pulled into the first place off 'the runway' as I call it, the 'Winning Post'. I opened the bonnet, being the first procedure and saw that the connection had removed itself from the water pump.

What next? Eight miles from destination and dog and cat agitated. Well, also Hewitt!! So I went into the pub—not for a drink—there I found three chaps who came out to admire the car and who made the usual banal remarks "It must be worth a bomb". Reply—"Nothing at all, as it isn't for sale".

I knew exactly what the problem was and, as there is not room to carry one's complete garage kit in the car, only basic tools. I thought, down to basics. I purloined a passing chap exercising his three small children and persuaded him to return with some glue and some garden wire. With the help of the garden wire and the end of my personal belt, used as gasket material, I was able to carry out the repair and get back to London.

I am not a member of the AA, RAC or Air Sea Rescue, everything is basic, even for a woman, a dog and a cat.

MRS ROBBY-ANNE HEWITT

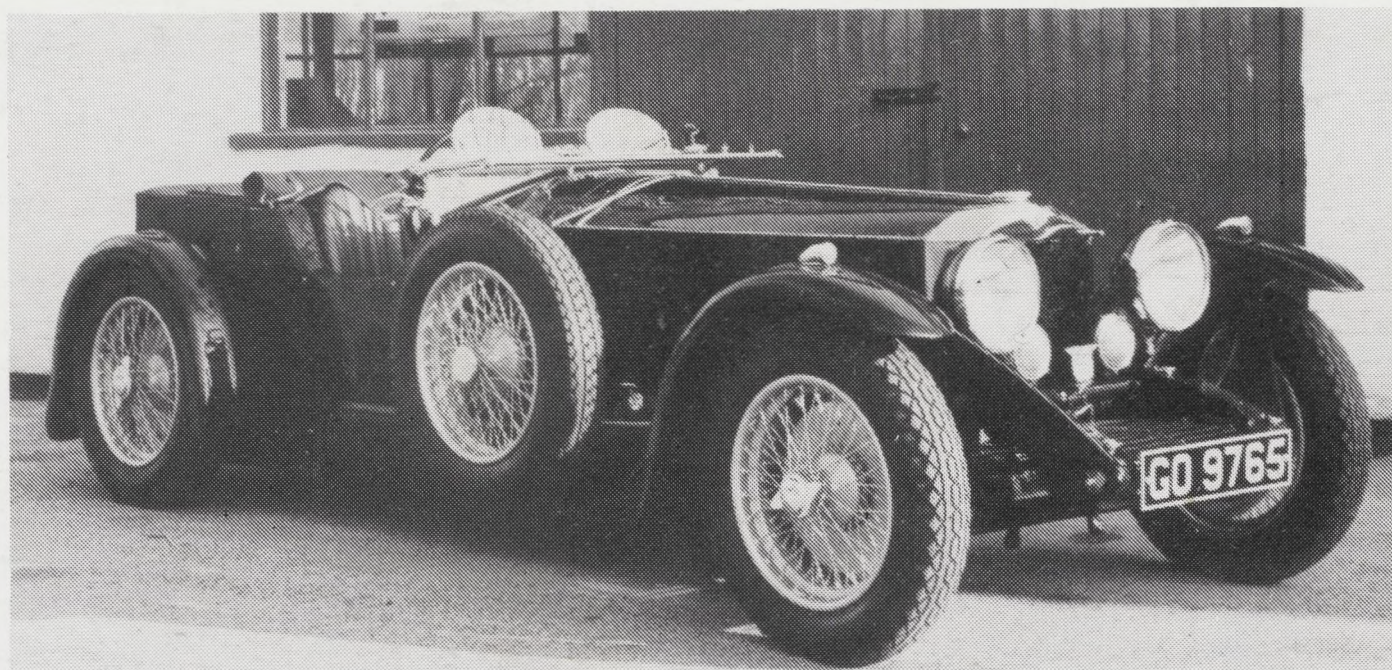


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