



THE MAGAZINE OF THE
LAGONDA CLUB

Number 140

Spring 1989



Veteran, Vintage, Classic & Contemporary



TRIPLE STUD (SS) 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.

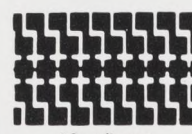
Motorcycle: Dunlop, Avon, Cheng Shin, Universal/Lester.

Whitewall: USA wide Whitewall in many makes.

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



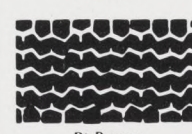
CHEVRON PATTERN



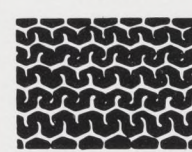
5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN



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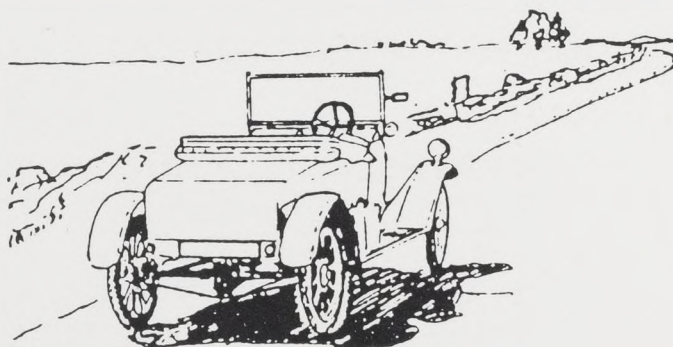
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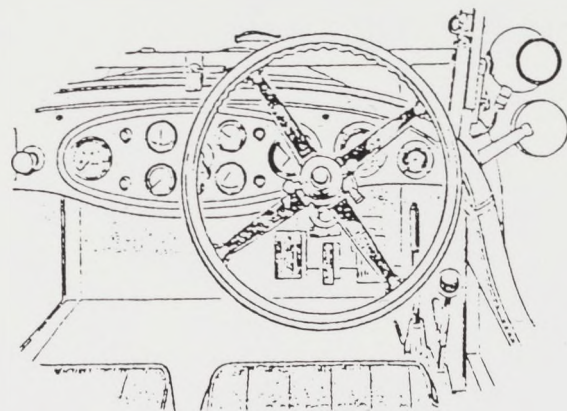
FRONT COVER

*A publicity picture of the short-lived Aston
Martin Four Door Saloon, issued in 1974.*



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From the Driving Seat



WELL, I'VE done it now. My search for a restorable Lagonda is over for a while as I have bought an incomplete kit of parts which, one day, will become a 1929 2 litre tourer. Chris thought that the last mammoth (19 year) rebuild was enough to get it out of my system, but we never learn, do we? The list of 'wants' for the new project is rather long, but at least I will become a regular customer of our spares scheme for the foreseeable future and my annual trip to the Beaulieu Autojumble will have a new purpose for a few years. Authors of restoration articles on 2 litres can be assured of star billing in future magazines, but I *could* be bribed to print articles on other models if sufficient people write in with suitable material!

By the time this reaches you, your Editor will have taken part in a very exciting international rally—in Singapore, no less. The event has been organised by the Malaysia and Singapore Vintage Car Register, to which both Bryan Hyett and I belonged during our RAF service out there. There are several Lagondas in the Register and if they feature at all in the event, then you are promised an article on their exploits. I know that at least one of the Lagondas will not be able to appear as the car is currently seeking a new cylinder head, but I have to confess that I don't know if the 16/80 I enjoyed during my tour is still on the island. As they say in all the worst newspapers, watch this space!

Participation in this event has been made possible by a great deal of sponsorship, which includes the free carriage of my car both to and from Singapore, cut price air passage and hotel costs covered by the

entry fee. All fuel and oil will be provided free by one of the major oil companies and all of the many prizes have also been donated by sponsors. In the past I have been known to decry the commercialisation of our sport by sponsors, but before this occasion I have never been on the receiving end of their generosity to such an extent. So if the sponsors demand that I decorate the car with some tasteful advertising during the rally then I fear I shall do so as they ask—but I'm still very glad that our events and the VSCC races don't need to attract sponsors to make them possible!

The collection of magazines to form a permanent collection for all future editors continues to grow very slowly and thanks are due to the many members who have handed over their precious duplicate copies to the Club. Keep searching for more from your collections, if you offer the Club an issue which is already in the collection, they your copy will be returned, unless you offer to donate it to the Club's dwindling supply of back numbers, which we sell to other members.

It might be an appropriate point to mention that I now hold all the back numbers, but that many editions are now completely sold out. One far sighted member has offered to bequeath his collections of magazines to the Club in his will and although we hope that he will continue to enjoy them for many years to come, we think that his thoughtful and generous gesture will be appreciated by future generations of members. Now if any member would like to bequeath the editor of the day his LG45 Rapide . . . K.P.P.

Now it Can be Told

THE EDITOR said I looked bleary-eyed. I agreed.

"It comes from peering at dusty old documents all day at the Public Record Office", I said.

"Anything of interest to our members?", he asked.

"Well, yes, but the story is still embargoed", I said.

"Until when?"

"Next April 1st", I replied.

"Well, why don't you write it all down now, while its still fresh in your memory, and we can print it later".

He is a persuasive sort of chap and several gin and tonics later I was prevailed upon to set down the hitherto secret story of the Lagonda armoured cars.

Wilbur Gunn's Russian customers felt a bit let down when the 11.1 came out, as it was totally unsuitable for their conditions. Before they had really had time to digest this, the World War broke out and Lagonda stopped making any cars at all and turned to munition work, so that parts for their cars became non-existent. But the Russian owners were an influential lot and they banded together to form the Auto Club Russe de Lagonda. (Russian aristocrats spoke French; only the plebs used Russian). The ACRL arranged the manufacture locally of the bits they needed and managed to keep most of the cars running throughout the war. Many of the members were killed or forced to flee by the Revolution, of course, but a number joined the White Russian army in 1918, and being well-connected, soon achieved positions of some power.

Towards the end of 1918 a mysterious lady visitor turned up unannounced at Wilbur Gunn's house late one night. After making sure that the servants were out, she outlined a proposition to him. She kept her identity secret, asking him to call her "Giralda", and said that she represented the ACRL, who had scraped together enough money to ask Gunn to design and

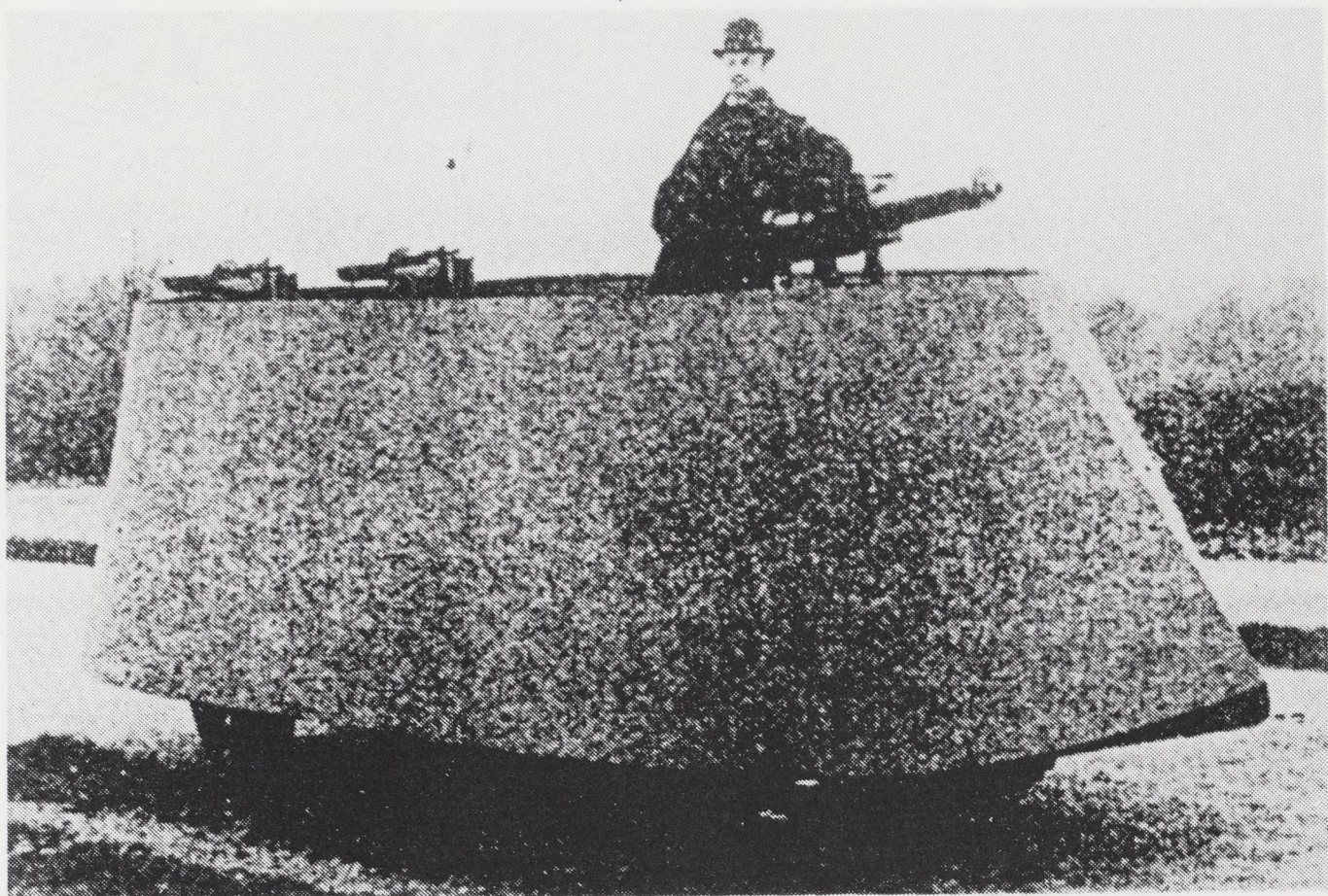
build a fleet of armoured cars based on the 30 HP Lagonda chassis. They were going to use them to attack the Red Army, still predominantly horse-drawn. Actually, there wasn't all that much money, as the Revolution had closed all the banks, but many of the aristos had managed to hold on to their jewels and gold and had been persuaded to chip in to help the cause.

It was clear that the war against the Germans was coming to its end, so Wilbur Gunn was keen to find work for his factory, but there were enormous difficulties with wartime shortages and anyway the Ministry of Munitions had outlawed any car manufacture, unless for themselves. Gunn explained this to his visitor.

"Don't worry", said Giralda, "I feex".

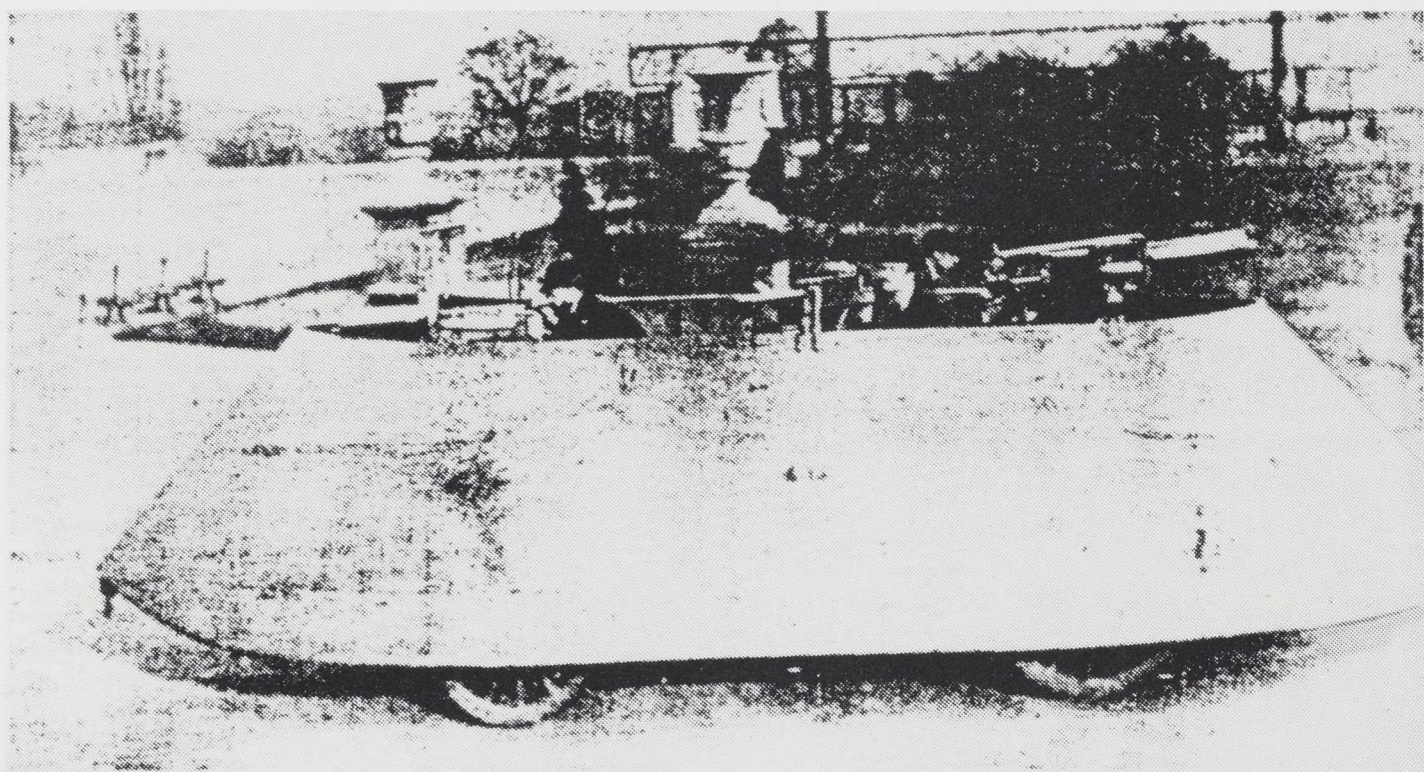
And she did. The ACRL may not have had vast wealth, but they did have pull, because Wilbur found that, miraculously, tyres, steel plate, roller bearings and all sorts of things that had been unobtainable for the duration became available to him as soon as he asked. Rumour at the factory had it that Giralda was Lloyd George's mistress, or an Archduchess at least, but more likely the whole project had the blessing of MI6, as part of their covert aid to the White Russians.

Now Wilbur Gunn was an innovative engineer who rarely took other people's ideas as gospel. The conventional armoured car of the period was shaped much like any other car, but built of half-inch plate steel and with a turret on top. It weighed getting on for three tons. Although this was a rush job, Gunn still allowed himself the luxury of attempting to do the thing as a monocoque, on the lines of the 11.1, reasoning that the armour alone would be immensely stiff and strong, and therefore it would be possible to dispense with a conventional chassis and hang the moving parts on to the outside armoured skin. Not only that, but he realised that a smooth outer skin, with



Never mind the Quality. These rare and precious pictures show the Lagonda armoured car on test "somewhere" in England. Can anyone identify the crew?

Photos: The Hammond Collection



very few breaks or protuberances would deflect a high proportion of the missiles that struck it, in contrast to the rather square shapes that other firms had used, probably as a result of the difficulties of working armour plate in big sheets.

The cars were to be built under conditions of the greatest secrecy and Gunn arranged to buy "The Chestnuts", the house next door to the factory, and moved in his key personnel, who all had a lecture from him on secrecy and were threatened with the sack if a word got out. As employees of the motor industry, this was no new thing to them.

The surviving photographs of the prototype armoured car are in a very poor condition after spending fifty years in Bert Hammond's wallet, but they show a truly startling vehicle resembling an upturned canoe with a hole cut in the top. It was originally intended to have a smooth turret on the top, but even Giralda's influence couldn't wring any of these out of the authorities, so the gunners were going to have to rely on their steel helmets and only peer over the edge when actually shooting. Gunn's radical approach and stressed-skin concept resulted in there being no doors, or indeed any openings at all in the armoured shell, and crew access was obtained via a rope ladder thrown over the side and refuelling was carried out from above, using a funnel and length of rubber pipe.

The mechanism was pure Lagonda 30 HP, but the details of quite how the engine and transmission were mounted into the monocoque have been lost. Both Cranmer and Hammond undoubtedly knew, but had been sworn to secrecy and never told anyone a thing. We will gloss over the fierce battle between the sheet metal shop and the chassis shop over who was to build the shell and move on to the brief tests at the Crystal Palace at dawn, which established that, mostly, the design was OK and Giralda then authorised the production run of twenty. The photographs were taken at this early morning test—probably without official approval.

Each car, on completion, was taken by

rail to Gunn's favourite bit of track, tested, and then dismantled again and the whole lot were shipped out to Odessa in packing cases labelled "Printing presses". (An omen, perhaps).

Alone among British car makers, Gunn had wide experience of Russian motoring conditions and realising that these cars were going to have to remain mobile in the worst of Russian winters, he had modified the wheels to accept what was really a revival of the detachable Stepney rim. The auxiliary wheels bolted on to the outside of the normal artillery wheels and each carried a solid rubber tyre liberally endowed with steel spikes, each about $\frac{3}{4}$ inch long and set in two rows round the tyre. It was quite a quick job to bolt these auxiliary wheels on when conditions got bad and the crews were going to have special jacks and special training, so that it could be done, if need be, under fire.

By the time the cars got to Odessa, had been collected by the ACRL, taken to a secret factory, assembled, tested and the crews trained, the summer of 1919 was over and there then followed a period of muddle and inactivity, which was ended abruptly by the Red Army launching an offensive in October on two fronts simultaneously against the two White Russian armies commanded by Generals Denikin and Krasnov. The ACRL armoured car squadron, by now a sort of private army within the White Russian forces, was sent for urgently and set off through the first of the winter snows for Kiev, where the fighting was most fierce, and the anticipated effect the greatest. They ran into the battle at a small town called Belaya Tserkov, about 50 miles south of Kiev. In this town, like so many in rural Russia, the railway tracks ran down the middle of the principal street, but with no trains running, they were invisible under several inches of snow. The column of Lagonda armoured cars, going into the attack up this impressive wide main street, formed into line astern and one after the other became wedged by their spiked tyres in the concealed railway tracks. Immobilised, they were sitting targets and were surrounded and the occupants all killed or

captured.

It took ages before any of this filtered back to Staines, now busy changing the 11.1 into the 11.9. It turned out that Wilbur Gunn had used standard 30 HP axles, giving a track of 4ft 8in. and when the Stepney ice tyres were added, they brought the two rows of spikes to just under and just over 5ft 6in apart, exactly the Russian railway gauge. The considerable weight of the armoured cars would then wedge them immovably to the track.

Thus the armoured car project ended in disaster. Gunn was a very sick man by then and he died in the following September. We will never know if he was paid for the cars; certainly his estate was very small considering his eminence, but of course the firm, rather than he, may have got the gold and jewels. After all, somebody or something paid for the 1921 racing programme and "The Chestnuts" became the home of Gunn's fellow director Colin Parbury in 1920, and eventually finished up as part of the factory.

I passed the manuscript to the Editor at the next meeting and he retired to a corner of the bar to read it.

"Fascinating", he said, "Have you got any more of these astounding revelations?"

"A few", I replied, "There was the Lagonda light aeroplane that was developed for the Lympne Trials of 1923, using a stressed skin made of the special lightweight linoleum developed by the Cranmer brothers at the Staines Lino Co. for use in airships. It used half an 11.9 engine, but cast in aluminium".

"And then there was the Cloudesley-Spade Special that had one 2-litre engine driving the rear axle and another in the rear driving the front axle. It steered by hinging the chassis in the middle, like a modern dump truck".

"I fear that the world is not yet ready for these stories", said the Editor, "but I will publish the armoured car story, and we will see what we can do with those ghastly old photos".

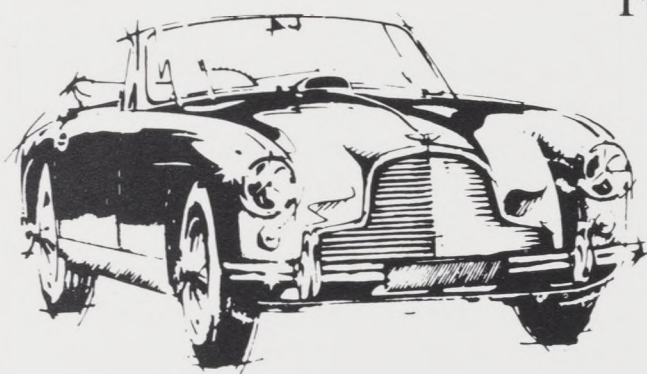
"Don't forget that it is still secret under the 70 year rule until next April", I said, "So don't publish before then, or we will both finish up in the Scrubs".

"Yes, message understood", he said. "April the first it is".

ARNOLD DAVEY

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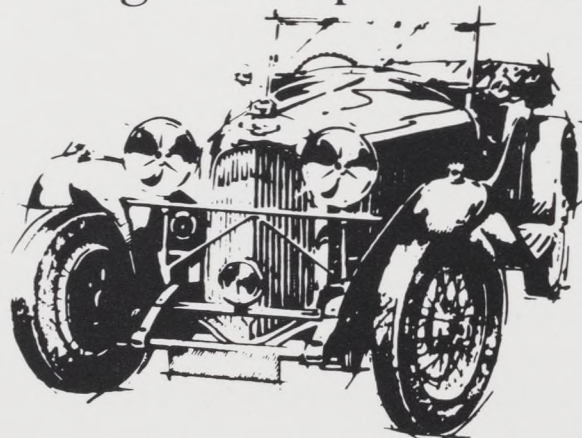


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It Must Be True, I Read it in the Papers

OUR DOMESTIC readership will, no doubt have been enjoying the recent double dose of Lagondas on Sunday evening TV, with Poirrot on one channel and Campion on the other and simultaneously cursing the inscrutable logic of the programme planners in screening them at virtually the same time—I have a theory that the planners all own shares in video recorder manufacturers—but have they also read what the publicity people have been saying about one programme in particular? I refer, of course to the BBC's very attractive presentation of 'Campion', with Peter Davison in the title role, I can only hope that the same writers are not responsible for news broadcasts:

Radio Times, for the week 21st to 27th January 1989 had this to say:

"A consolation is the Lagonda, one of the two elegant cars Allingham gives her hero—the other's a Bentley. For TV it's this champion Lagonda with soup dish headlamps, a running board and crash gearbox.

"I seem to be the only person who knows how to drive it," says Davison,

perhaps thanks to all those ancient cars he drove in 'All Creatures Great and Small'. He can crunch through the gears as if born to it and is sometimes even asked to move the car from one location to another . . ."

There, I hope that makes every experienced owner of a 2 litre or 16/80 with crash box feel suitably chastened. But wait, there's more, 'the Telegraph Weekend Magazine' of 21st January 1989 also has something to say:

"Other elements of fakery were called for in scenes featuring Campion's car, a Lagonda. 'It was so hard getting the damn thing into gear, that quite often we had to be pushed out of shot by various props men', recalls Davison with some embarrassment, 'and the director had to lay the sound on afterwards'."

Ah well, I feel better for that, at least the photographs were good, must try to scrounge some for the mag. Oh, and by the way, they show that the car has both running boards, not just one as the Radio Times suggests.

K.P.P.

Old Tyres (and New)

YES, THEY do have a value, especially if they fit 18 inch wheels. This is the size that just fits around a dart board. Quite a number of pubs are willing to trade an 18 inch tyre for a pint or two, so that they can protect their walls.

Nowadays, no-one seems to remould our size of tyres (exceptions might be Vaculug of Grantham, or Commercial Tyres of Asford), although it is now possible to buy new Lagonda sized tyres from several distributors in Britain. Dunlop are the only British manufacturers

of tyres for pre-war cars. However, most sizes are available as imports from New Zealand, U.S.A. or Uruguay. Vintage Tyre Supplies, who advertise in "The Lagonda" magazine offer as good a selection as any.

RON GEE





Jottings From The Chair

WHAT DO you think of the new logo then? You have to have one these days, according to Ed, so I looked through my Ma in Law's old Edward du Maurier albums and sorted out as many Chairbourne Fogeys as I could easily copy, and sent them off to Ed's place at The Shoe for his decision. The above is the result, but some of the others were so potentially aposite to particular moods that I am sure he will be able to resist the obligation to stick to a single logo for the sake of Brand Identity. (N.B., if this issue's picture is different from the last one, then he already has).

After last time's extravagant coverage of Club Life until New Year's Day and the rapidity with which Ed is producing magazines to catch up with the publication schedule, I shall keep it brief this issue.

Despite the fine weather, we have scarcely started the Lagonda since New Year: in fact solely for the MoT I think. I have taken some of the minor brightwork from OG the 3L saloon to be chromed while there is little motoring activity and John Batt is ordering a new exhaust downpipe for the M45, which will give me an excuse to have the manifold metal sprayed at the same time as fitting the pipe. I don't like the look of the rusty ring of bolts holding the old downpipe though, however authentic they might be.

The main item under the Progress heading has been to order the 1989 Christmas card. Yes: in February! We normally leave it till the end of the summer motoring season to sort out and the time

is too short, of course. Having sold so many of the cards with Geoff Seaton's saloon this last Christmas, I was inspired to press ahead with the next one, for which we already had in stock a fine snow scene with red M45 tourer in a French garden, sent by Jacques de Farcy last year. On a clean white cartridge card it will look very attractive, I hope and, with the help of Pennine Printers, we should have stocks available well before the autumn and the AGM.

The film show in December has also been fixed well in advance. Alan Rendall has booked Thames Rowing Club again this year, as the last one was so successful there and, with the benefit of last December's experience, we should be able to do even better this time.

With the scarcity of events in January and February, there is little to report on the Out and About front. However, Graham Saw was encountered in his 4½ at the VSCC Brooklands Driving Tests on 4th February, where Malcolm Bishop was also reported in his long wing 3L tourer, and Robbie Hewitt in her Black Job, as BPK 201 is so tastefully known.

Finally, congratulations to Raymond Wickham and his wife Bergitta on their recent Golden Wedding. Raymond was, of course, the owner of AUU 332 for 35 years and still takes great interest in Lagonda affairs from his home in Kent. A well-deserved milestone for an enthusiastic Club member.

JEFF ODY

The Aston Martin Lagonda Four Door Saloon

I REMEMBER attending one of our Annual General Meetings in the mid seventies and being very excited at seeing one of the very rare Aston Martin Lagonda four door vee 8 saloons, which the factory had brought along for the day. The car was announced just before the 1974 Motor Show and only a few were ever made—I don't think I have ever seen another one since that meeting—so it must rate as one of the very rarest of all the Lagonda models ever produced. The car was beautifully made and was awarded the SMMT gold medal for coachwork, but the factory was desperately short of funds and in December they went into liquidation.

John Batt recently produced these two pictures from the factory and the original press release, which is produced below:

ASTON MARTIN LAGONDA LIMITED are proud to announce their new model, the Aston Martin LAGONDA.

The LAGONDA is a four-door limousine powered by the world-famous Aston Martin V8 engine with its four overhead camshafts and four double choke Weber carburettors teamed with either the Torqueflite automatic transmission or the Z.F. five speed all synchromesh manual gearbox.

The new Aston Martin LAGONDA is not a car for the masses: it will be produced in very limited quantities meeting all the various standards of safety and emission for world-wide demand.

The Aston Martin LAGONDA is built as a classic understatement of power and luxury, and its automotive engineering and design, styled in the modern image of a great tradition, produces the requirements demanded by the world's aficionados for a car with the performance, road-holding and safety of the Aston Martin V8, but with

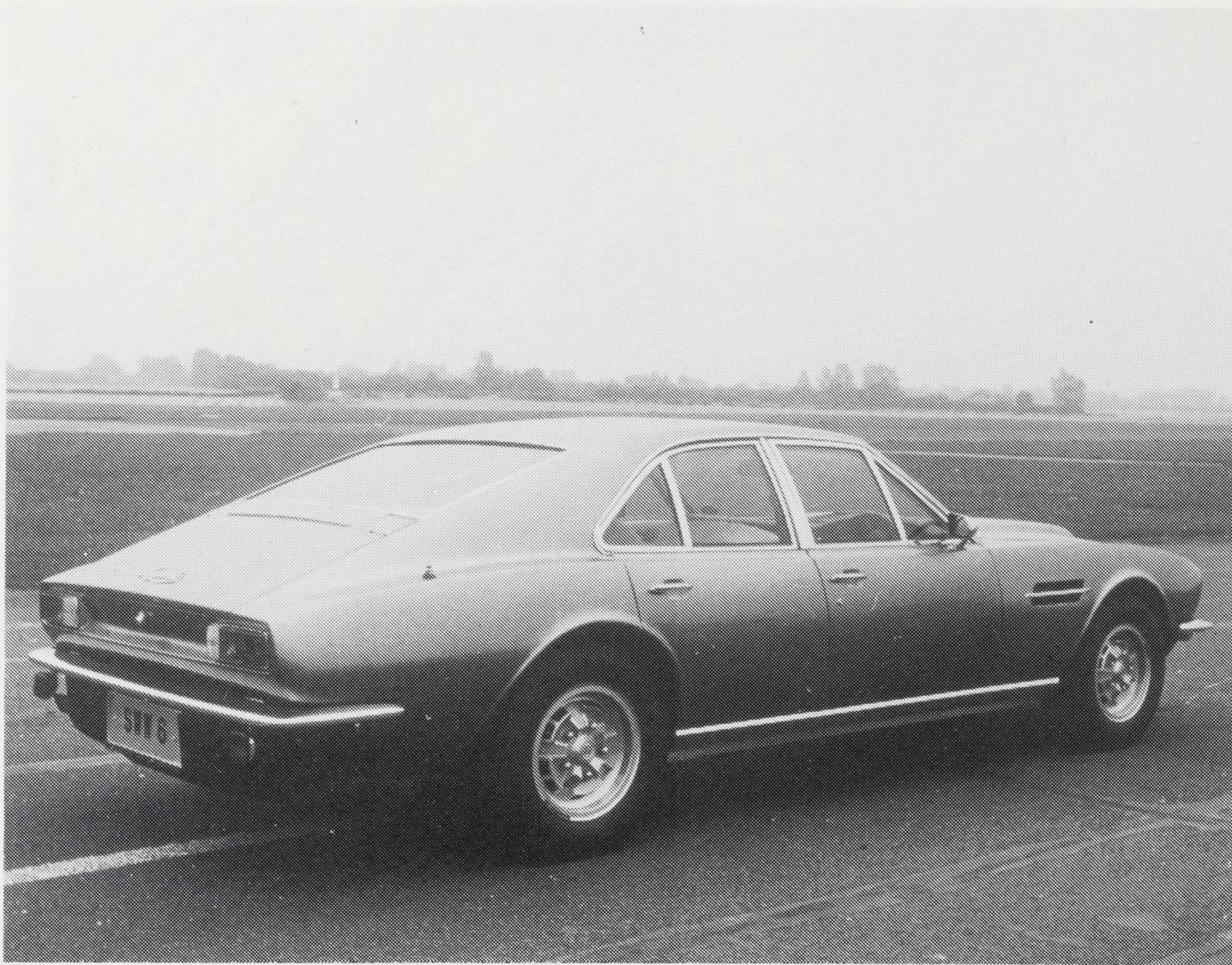
limousine accommodation.

The most rewarding aspect of producing the new Aston Martin LAGONDA lies in its ability to meet the demands of the most critical motorist. On the open road, the LAGONDA responds with a surge of power and effortless performance. In the busiest town traffic, its flexibility and ease of control ensure that the driver reaches his destination without the fatigue and stress normally associated with motoring in congested traffic.

With a car such as the Aston Martin LAGONDA, one would expect sophisticated luxury with distinctive styling and these are included in full measure. No compromise has been made in the quality of its hand-crafted luxury: full through air-conditioning, upholstery from the highest quality leather for individual reclining front seats and wide rear seats accommodating two persons in armchair luxury or three, if the centre armrest is retracted, tinted safety glass, telescopically adjustable steering wheel, twin two-speed self parking windscreen wipers with flick wipe facility, electrically operated windscreen washers, electric door locking to all doors, also the luggage boot, deep pile carpet over specially designed noise absorption material and an infinite number of other features that customer study has demanded as essential have been included.

The essential character of the Aston Martin LAGONDA is its ability to perform perfectly in all conditions in all areas of the world without compromising any of the safety features inherent in the LAGONDA's design.

The primary safety features of the Aston Martin LAGONDA are its magnificent acceleration and performance, the high braking power of the ventilated disc brakes with independent circuits front and rear,



and its superb road-holding which ensure the ability of the car to avoid accidents. The secondary safety is built into the design of the Safety Platform chassis which produces passenger protection beyond all requirements known of legislation and ensures passenger protection second to none.

The well proven suspension of the Aston Martin V8 has been modified to provide a limousine type ride.

The refined de Dion coupled with independent front suspension produces superb road-holding with delightfully predictable handling characteristics—a car that forgives you.

The Aston Martin LAGONDA is a car for the discerning owner who requires the exclusivity of a hand-crafted, quality car to the highest specifications of performance and strength of construction producing unsurpassed safety.

Aston Martin LAGONDA Saloon

Ex Works Price.	£12,000.00
Car Tax	£ 1,000.00
	<hr/> £13,000.00
V.A.T. 8%	£ 1,040.00
	<hr/> <hr/> £14,040.00

SPECIFICATIONS

Aston Martin "Lagonda" Four Door, Four/Five Seater Saloon

Engine

V8 Four overhead camshafts. Bore 100 mm (3.94 in).

Stroke 85 mm (3.35 in). Capacity 5340 cc (326 cu in).

Four Weber twin choke down draught carburettors.

Air distribution box and twin micronic air filters.

Cylinder Block

Cast in aluminium alloy. Centrifugally cast chrome vanadium iron top seating wet liners.

Crankshafts

Forged in chrome molybdenum steel, statically and dynamically balanced. Torsional vibration damper. Five 2.75 in (69.85 mm) Nitrided journals. Steel backed lead bronze bearings.

Cylinder Heads & Valve Operation

Heads cast in aluminium alloy, incorporating fully machined hemispherical combustion chambers. Large diameter valves inclined at 64° included angle, exhaust valve guides in direct contact with water. Four overhead camshafts operate on hardened nickel molybdenum steel tappets with shim adjustment. Camshafts driven by two-stage Duplex roller chains with manual and automatic tensioners.

Pistons & Connecting Rods

Die cast aluminium alloy. Two compression rings. One spring oil control ring, large diameter gudgeon pin located by circlips. Forged connecting rods in nickel chrome molybdenum steel, weight graded and balanced.

Lubrication System

Front mounted chain driven oil pump, and full flow cartridge filter. Twin oil coolers.

Cooling System

By pump and engine driven cowled fans. Viscous couplings disengages fan drive at high engine r.p.m. Cross flow radiator with separate header and expansion tanks.

Ignition

Transistorised ignition. Distributor incorporates automatic advance and vernier adjustment.

Clutch

10.5 in (26.67) single plate diaphragm spring, hydraulically operated self adjusting.

Gearbox (Manual)

Five speeds, Synchromesh on all forward gears.

Fifth speed overdrive. Ratios: 5th 0.845:1

4th 1.00:1

3rd 1.22:1

2nd 1.78:1

1st 2.90:1

Reverse 2.63:1

Gearbox (Automatic)

Torqueflite three speed epicyclic and torque converter with part throttle kick down.

Ratios: Low 2.45:1

Intermediate 1.45:1

Top 1.00:1

Reverse 2.20:1

Maximum torque converter ratio 2.10:1

Floor mounted selector lever, illuminated.

Propellor Shaft

Needle roller bearings sealed for life lubrication. Shaft dynamically balanced.

Final Drive

Hypoid drive unit chassis mounted in rubber supported cradle. Limited slip differential standard.

Ratios 3.54:1 Manual. 3.07:1 Automatic.

Front Suspension

Independent incorporating transverse unequal length wishbones and ball-jointed king pins. Co-axial coil springs and large diameter telescopic shock absorbers. Anti roll bar.

Rear Suspension

De Dion axle located by parallel trailing arms and watt linkage. Coil springs and double acting piston type shock absorbers. Roller spline drive shafts.

Steering

Power assisted rack and pinion 15 in diameter (38.10 cm) leather rimmed fully dished steering wheel incorporating telescopic adjustment. Collapsible steering column. Steering lock. 2.9 turns lock to lock.

Pedals

Clutch, brake and accelerator pedals provided with two position adjustment.

Brakes

Girling ventilated disc front and rear with independent front/rear hydraulic circuits. Tandem master cylinder power assisted by separate vacuum servos. Floor mounted fly-off handbrake operates separate calipers on rear discs. Hydraulic fluid level and handbrake warning light.

Front lining area36.73 ins²
Front swept area259 ins²
Rear lining area21.08 ins²
Rear swept area209 ins²

Exhaust System

Twin pipe system with five high efficiency silencers.

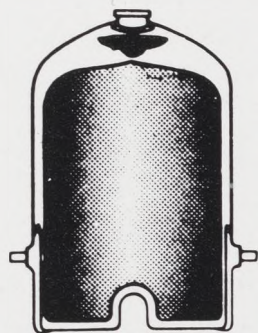
Recirculating Fuel System

Tank capacity 20 Imperial gallons (90.8 litres) S.U. high pressure dual fuel pump.

Reserve warning light indicates 3 Imperial gallons (3.6 gallons 13.6 litres). Filler cover conceals quick release caps.

Electrical Equipment

Lucas 12 volt negative earth system. 68 amp-hour battery with master switch. C.A.V. heavy duty ventilated 75 amp alternator. Large high penetration Lucas halogen headlamps. Rear stop lamps and turn signals incorporate day-night intensity relay. Twin reversing lamps. Under bonnet and luggage compartment lamps. Doors fitted with red safety lights in the opening edges. Courtesy lights incorporates time delay. Flexible reading lamps in glove box and over rear seats. Instrument panel illumination controlled by rheostat switch. Push-push illuminated switches. Electric window lifts. Electric door locking to all doors. Electric locking to boot lid. Electric locking to petrol filler flaps. Two-speed windscreen wipers with flick wipe facility. Electric windscreen washer, heated rear window. High and low intensity horns



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FRAZER NASH - ASTON MARTIN - AUSTIN-MORRIS Etc.**

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THE 1920's AND 1930's. NOW RESTORED TO ITS
ORIGINAL CONDITION.**

with changeover switch. Cigar lighters to front and rear. Fuse box mounted for easy access under glove box lid.

Body

Panelled in aluminium alloy over rigid steel superstructure integral with safety platform chassis. Body chassis unit completely rust proofed, sound insulated and undersealed.

The interior is designed to meet the latest occupant protection standards. Inertia reel seat belts.

All seats upholstered in quality English hide. Bucket type front seats with vernier reclining adjustments with squab locking restraint. Map pockets on backs of front seats. Passengers foot rest.

Contoured rear seats with folding arm rest, incorporating stowage container. Pile carpets throughout. Lockable glove box. Large console mounted ashtray with separate ashtrays for rear passenger seats.

Collapsible sun visors and break away interior driving mirror. Internally operated door mirror. Passengers grab handles above each door. Anti burst door locks. Laminated safety glass windscreen. Curved side windows. Sundym glass throughout. Wrap round bumpers.

Instruments

Speedometer, Rev. Counter, Oil Pressure Gauge, Water Temperature Gauge, Oil Temperature Gauge, Fuel Gauge, Ammeter, Electric Clock, Warning Lights for Handbrake/Fluid Level, Choke, Heated Rear Window, Hazard Warning.

Air Conditioning

New custom designed Coolaire air conditioning is included in the standard specification. This equipment allows dehumidified air to be either refrigerated or heated by Easislide selection to give maximum passenger comfort. Available as through flow or recirculated air. Two 4 speed heavy duty blowers. Rear extractor vent.

Radio

Philips stereo radio/cassette player with facility to record from voice or radio.

Wheels and Tyres

Light alloy ventilated wheels with 7 in (17.78 cm) wide rims. Five stud fixing. GR 70 VR 15 radial tyres.

Spare Wheel & Tools

The spare wheel is carried horizontally in the impact resisting boot floor. Tools are contained in a roll accommodated in the boot.

Jack

By screw jack with engaging sockets adjacent to each wheel.

Fire Extinguisher

Mounted in a readily accessible position beside the driver's seat.

General Dimensions

Wheelbase	114 3/4 ins.	291.4 cm
Front Track	59 ins.	150 cm
Rear Track	59 ins.	150 cm
Overall Length	194 ins.	
	(Excluding Overrides)	492.8 cm
Overall Width	72 ins.	183 cm
Overall Height	53 1/4 ins.	135.2 cm
Ground Clearance	5 1/2 ins.	14 cm
Turning Circle	44ft.6 ins.	1356.4 cm
Kerb Weight	4400 lbs.	2000 kg

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Lagonda owners prefer to drive their cars but should you need to have yours transported, fellow enthusiast ADRIAN PURNELL will do the job for you carefully & efficiently.

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The Woods are Full of Them

WHILST SITTING comfortably in front of the fire one evening last winter, perusing the Davey and May tome, "the management" switched on the tele. This is sometimes a good sign as I can have a snooze in peace, if not in complete silence! If it's "Minder", this means a whole hour! The best bit by far is that idyllic period prior to the loss of consciousness during which one's thoughts flit from one subject to another, such as bikiniless blondes to beautiful Lagondas. Just before lapsing into a coma, I thought "I must get up into the attic with my binoculars." What on earth's he on about? you're thinking.

Living in the village of Worth—population about 600 souls—it is perhaps unusual to find no less than six Lagondas, but then, on reflection, I realised that there were twice that number of other pre-war makes as well, if one takes in two neighbours in adjoining villages of even less population.

Next morning—fine and clear and up into the attic. It's a tall house and the attic has windows facing North, South and East. First, looking east towards the sea I could pick out the lovely old house of Tony Russell with its adjacent huge thatched barn. In this he keeps his 2 litre tourer. Of uncertain parentage this one—not sure whether she's high chassis or low. Tony is looking forward to retirement when he can effect some transplants to restore to HC, like wheels, wings, etc. The trouble is she spent some time in the States, but during her sojourn in hospital, Tony will have the services of her sister, a very neat green M.G. P.A. 1934! Thereafter a complete rebuild and long term restoration of a 1919 Coventry Premier cyclecar.

A move over to the North facing window, but veering towards the West, I could spot Bill Baig's house where resides a charming 11.9 Coupe—sadly rather showing her years and with hip joint

problems; not long ago she shed a wheel! Bill was not, however, without Vintage transport as alongside the Lagonda stands a very pretty 2-seater (with dickey) green Bullnose Morris.

A lift on the sights of three degrees or so brought into view Richard Kobylecki's brand-new garage/workshop which houses his Rapier and a very dainty B.S.A. Scout. Luckily the Lagonda, which we first went to see together in Surrey, was given a thorough post-purchase inspection, during which she was seen to be suffering from a fractured limb tendon (brake link), which could have had disastrous results, both for her and Richard. Needless to say, the Register was very helpful and all is well now.

Another twist on the dial sight and bang on target was Roger Watson's double-double garage. The three ladies in residence now having to share Roger's affection with his delightful newly-wed wife Frances, younger by far than her predecessors! The oldest, a 1926 James Young Coupe, was used by his parents on their honeymoon and has appeared in the Magazine. Secondly, a lovely 4-seat open tourer Armstrong Siddeley, with folding rear-seat windscreen (Roger has another in London) and, lastly, a 1937 LG45 DH, sadly in very poor bodily health. Already, Roger has received an "unseen" offer for her—for restoration? not on your nelly! guess what!

I almost forgot—looking immediately down upon my own garage I knew that the 1931 2 litre tourer was in residence, with newly painted wings and front valance in preparation for next year's weddings. Her partner is the home-built 1938-46 single seater ADRO special. Air cooled J.A.P. engine and chain driven. In point of fact she took 38 years to complete, with a war and a marriage in between! Whilst the Lagonda is taxed for the full year, the

ADRO is on the road for the summer months—no weather equipment!

A few degrees traverse to the left brings into view the church of Woodnesborough village, behind which, but not quite visible, is another lovely old farm house, the home of Nich Gifford—in the filming business—and in his garage alongside his “modern” is a fine looking 1928 flat nosed Morris saloon—well muddied and much used! He complains of a noisy engine—but why worry; it conceals the squeaks!

Moving finally to look out of the South facing window, I could bring into focus a farm house in the next adjoining village of Finglesham, the home of Adrian Lead, where he keeps two 2 litres (1931 tourers). One his own and the other his brother's. These two share the accommodation with a Guy double deck 56 seater and a 30 seat Dennis Lancet coach! In a separate workshop there is a stripped down, sandblasted and painted frame of a third 2 litre, from which, sadly, the Weyman saloon body was sold many years ago. Other than the scuttle, (has anybody got a spare?), the remaining components are complete and await restoration and

assembly. In the corner of the workshop is a 50cc single seat gokart, which started life as a pedal car, made for me by my father some 65 years ago! I mechanised it for my son (now 33) and then passed it on to Adrian for his three boys. Shortly it will be coming back to me for my grandson!

A slight deflection to the left and in the same village at the other end lives Mickle Hooper—a member of the Austin Register and in his garage alongside a stable (housing three horses!) is a lovely old 1934 Austin 16-6 saloon.

Finally, dropping the range back to the outskirts of Worth, at the home of an airline pilot there is, all by itself and forlorn, in a small garage a partially restored Model A Ford. Sadly there appears to be little hope of a reappearance in the foreseeable future.

I find this a remarkable story when one considers that with an overall population in the three villages of under 1500 there is a total of 18 pre-war cars, of which nine are Lagondas. Furthermore, a large proportion are in regular use, many all the year round and attend our local 1st Sunday lunchtime meets.

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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.*

Dorset: *First Thursday each month at the Frampton Arms, adjacent to Moreton Rly. Stn. on B3390, Bere Regis. Map reference 780 891, Sheet 194.*

North Wilts/Avon: *Second Tuesday each month at "The Shoe", North Wraxall. (On A420 between Marshfield and Chippenham). Contact Editor for details.*

Copy instruction books:

16/80, 2 lt. H/C, 2 lt. L/C, 3/3 1/2 lt., M45, LG45, LG6, V12 £5.00

Copy, Meadows Engine Catalogue £2.50

Car Badge £9.20

Lapel Badge—oval, brooch fittings £1.25

Lapel Badge—winged, pin fitting £2.50

Tie—blue or maroon Terylene £4.60

Key fob £1.85

Overall badge £2.10

Magazine Binder (holds 12 issues) £3.75

Short history of the Lagonda £0.75

V12 "Trader" sheets £0.75

Scarves (long, with badge) £8.65

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How the Magazine is Produced

A RECENT letter from one of our members, asking why a particular contribution had not appeared in the current magazine made me realise that many contributors actually have very little idea of how the magazine is created and printed. The contribution in question had actually arrived after the magazine had been sent to the printers, so it had been held over until the following edition, the whole process takes much longer than is commonly imagined, so let me describe the process in detail . . .

Contributors send me their articles at times which suit them, and this actually helps me, because I then enter their masterpieces on my computer. This apparent duplication of effort is done because I am working with our printers, CBC Colour Print and their graphics company, CBC Graphics, to provide the entire text of the magazine on floppy disc, they will then place this in their computer, which will then print out the proofs of the next issue. We are still sorting out the necessary computer instructions to set such details as typefaces and size and column width, but the whole process will eventually save both myself and the printer a great deal of time.

As you may know, CBC Colour Print are owned by Roger Cooke, who owns a very fine M45 tourer and a 3½ litre tourer, so we are in good and sympathetic hands. We have now set an agreed timescale for the production of each edition and this is what happens, rather than make up dates, I will list the progress of the production on a day-by-day basis:

DAY ONE.

Today is the last date for copy (that's your contribution) to reach me and to be included on the computer programme. I print off two copies of the articles, photocopy all the photos which we hope

to include and write the captions below the copied pictures. One copy of the articles, one set of photocopied pictures and captions and the original photos are then parcelled up and sent first class post to CBC Colour Print, where it must arrive by:

DAY EIGHT.

CBC Colour Print receive the copy, give the job a number for accounting purposes and pass the materials to CBC Graphics for processing. Since we have not yet sorted all the refinements of the computer programs, the text of the articles is typed out again by their staff and printed out as what are termed Galley Proofs, these are long pages of the text, set out as columns, just as they will appear in the finished magazine, but not set out as pages, because that is my next job.

DAY TWELVE.

Today is the deadline for two sets of the Galley Proofs to reach me. I read them through and check for errors—but very few escape the checks done by the printers themselves—and then proceed to cut one set up and make a mockup of the magazine. We have to have the right number of pages and they have to be a multiple of four if there is to be something on each page! To do this I make up the magazine by working forwards from the front of the magazine and backwards from the final page. I can juggle a little by playing with the gaps at the start of articles, or by using the little line drawings as fillers. Final adjustments can be made by increasing or reducing the number of photographs printed in any issue. The pictures you send in are never the exact size needed for the magazine, so I have to give careful instructions as to how they should be adjusted to fit the spaces I allow for them. If I may disgress for a moment, it makes my life easier if you send

horizontal, rather than vertical pictures as they fit the shape of the pages much better.

A more mathematically inclined editor might be able to calculate the exact size of the magazine from the number of words in each article, but I am not clever enough for this, so rely on experience, a ready supply of space fillers and the goodwill of CBC's staff to make up for my shortcomings! This whole process is usually done the same day as the Galley Proofs arrive at my home and the mockup magazine is then sent back to the printers, with any errors highlighted on the second set of Galley Proofs.

DAY SIXTEEN.

CBC Graphics require the mockup magazine by today so that they can set the pages in their final form, with captions set out properly, the photographs enlarged, reduced or cropped to fit the space allotted and the advertisements and line drawings included. They then send the Page Proofs back to me.

DAY NINETEEN.

Page Proofs arrive at my home. I check that any errors have been corrected and that the pages have been set as I requested. Further changes at this stage are rare, but this allows for any final adjustments to be made if required. I post them back by return, to arrive at CBC Graphics by:

DAY TWENTY THREE.

CBC Graphics make any last minute adjustments if necessary, then pass the finished page proofs to CBC Colour Print for printing.

DAY TWENTY FOUR.

CBC Colour Print now produce the finished magazine, they print the pages, cut them to size and staple them together. Depending on the workload, this takes about a week, the bulk supplies are then delivered to Christians Direct Mail, where they are placed in envelopes together with the newsletter and, a few days later, the magazine is delivered to our British members.

As you will realise, this schedule is really quite tight and allows very little time for delay at any stage, there is a little time at

the very end of the process which allows for the production of the newsletter. Since we changed the date of the monthly committee meeting Arnold Davey has an equally tight schedule to work to to get the newsletter to Christians.

So there you have it, with our new schedules, it takes at least a month from the time I send the copy to the printers until you receive the finished article. That means that I then have two months to put the next magazine together. With your continued help and support I will produce the magazine on time and, I hope, to the high standards we have all come to expect from the past editors. To help you help me the last copy dates for this year's magazines are shown in a little block at the end of this article, which will be reprinted in every future magazine.

K.P.P.

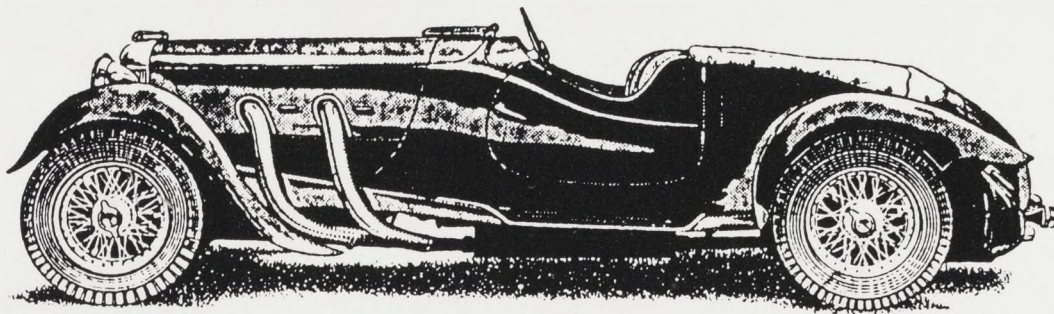
Deadline for copy for future magazines:
Monday 26th June, Monday 25th September
and Saturday 24th December.

LAGONDA BOOKS from **The Secretary:**

"Lagonda—A History of the Marque"
by Davey and May
Price £17.50

"Lagonda, An Illustrated History
1900-1950"
by Geoffrey Seaton
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*Overseas Please Add
£2.50 Post and Packing*



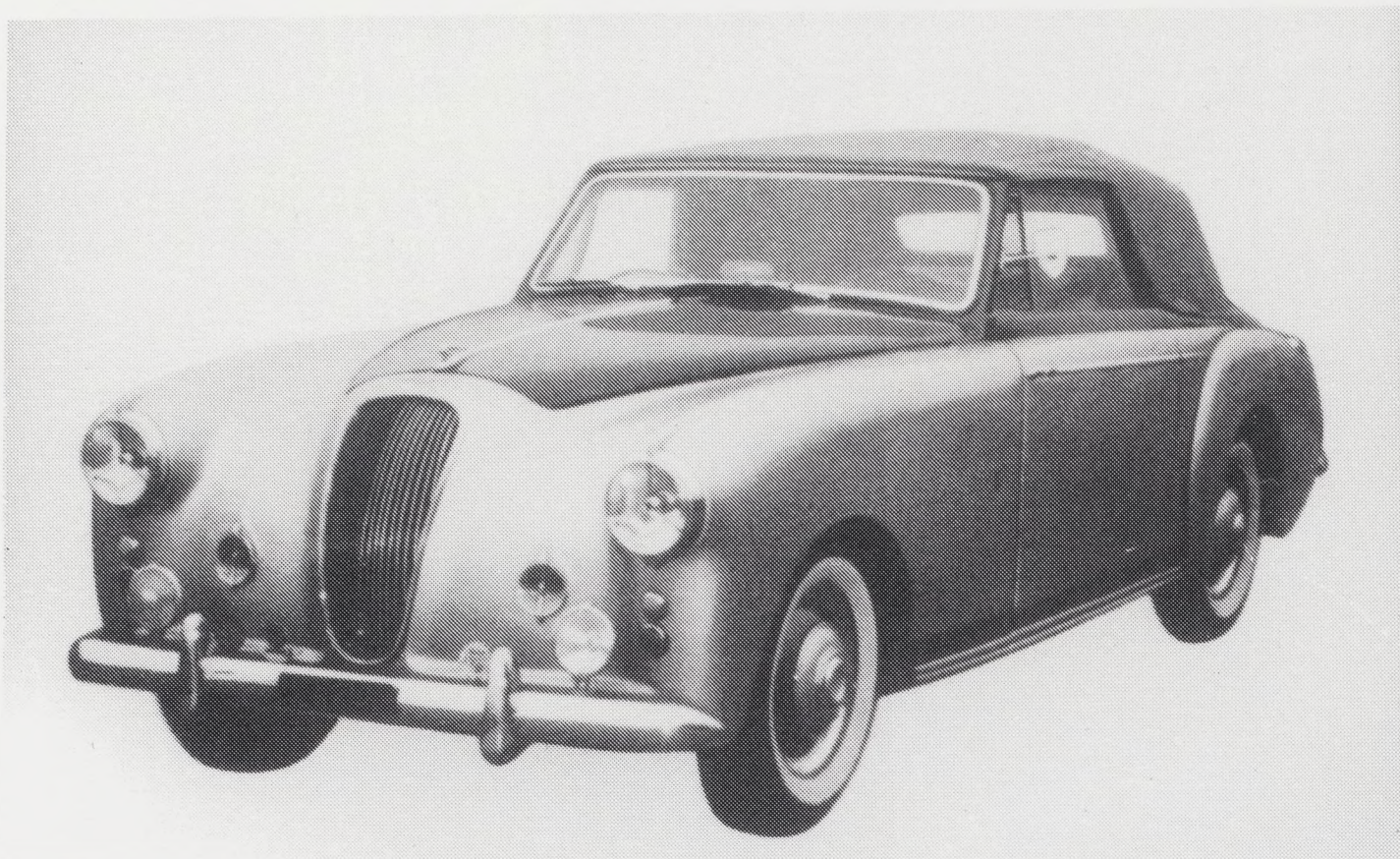
LAGONDA CLUB FIXTURE LIST 1989

11th June	Wimpole Hall—Treasure Hunt, Nr. Royston, Herts.
18th June/July TBA	New Forest Rally
18th June	Brooklands Reunion
June TBA	Midland Social
24th June	V.S.C.C. Silverstone followed by Evening Social—Green Man, Syresham
1st July	Shelsley Walsh
8th July	Northern Gymkhana
July/Aug TBA	Hartley Witney—Phoenix Rally
8th/9th July	V.S.C.C. Oulton Park Race Meeting and Concours
Aug TBA	Midland Area
4th Aug	Club Evening—Barrington, Nr. Cambridge
5th Aug	Club Evening Pub Meet—Gloucester Area Venue TBA
6th Aug	Prescott Hill Climb
13th Aug	Shuttleworth Joint Meeting—Bedfordshire
20th Aug	Michelham Priory—Social, East Sussex
27th Aug	Cadwell Park Race Meeting
9/10th Sept	Beaulieu Auto Jumble, Hants.
16th Sept	Club AGM—Weston Manor Hotel, Oxford
23rd Sept	V.S.C.C. Donington Park
24th Sept	Lagonda Fun Day. In aid of Guide Dogs, Ripley, Sussex
30th Sept	BDC Silverstone. Lagonda Race
8th Oct	Weston-Super-Mare Sprint
22nd Oct	V.S.C.C. Eastern Rally
11th Nov	Lakeland Weekend—TBA
Dec	London Social Evening/Film Show
8th Dec	Hull and East Riding Area Annual Dinner

ADVERTISING RATES

Full page	£30	Half page	£16
Quarter page	£10	Eighth page	£6

A series discount of 10% will be allowed for 4 advertisements (one year) paid in advance.



G. Leumann sent this picture of his 3L DHC

Some 2 Litre References

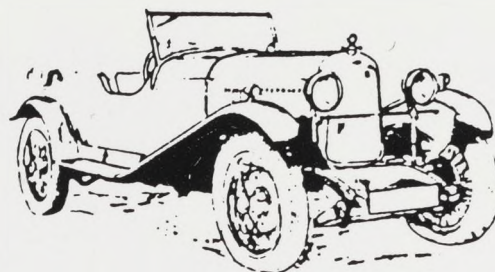
BACK AT the end of 1982, I typed up an index of some of the 2-litre references in the Lag Mag I'd found useful when working on my Carlton Bodied Speed Model, and had the intention of sending it to the then Editor, for the Mag.

Coincidence being what it is, John Anderson's extremely concise and useful index was printed in the very next issue—No. 117—and particularly as his files obviously go way back to the first issues whereas I didn't join the Club until 1955, so have got nothing earlier than No. 18, I stuck my version back in the ring binder and used John's.

But time keeps on ticking away and we've all now read another 21 excellent issues. Also, the black box plugged into the wire from this keyboard is able to do some sorting for me, letting me put my list of references into what seems a fairly logical alphabetical order, and making it easier to correct and to add new or missing items. Additionally, and I must admit that I haven't asked John Anderson whether he minds, I've added his references to the Issues I'm missing up to No. 17, so—touch wood—most worthwhile normally-aspirated 2-litre references are in, with some on the Blowers and some on 16/80s.

My own copy has a lot of references to photographs, because I needed to be able to see where all those funny shaped bits covered in cement dust on the garage floor should finish up, but now that the photos have more or less served their purpose, those references didn't seem to add much to our collective knowledge and I've left them out. (They might have helped your editor with his latest project though! Ed.)

L DENNIS NICHOLS



Some 2-Litre References, Issues 1 to 138

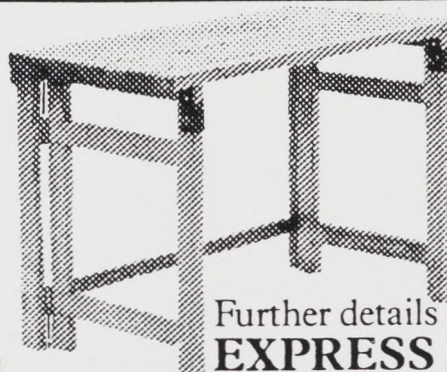
(NOTE: Refs. in Issues 1-17 taken from "Sources of Technical Reference", John Anderson, Issue 117, p17.)

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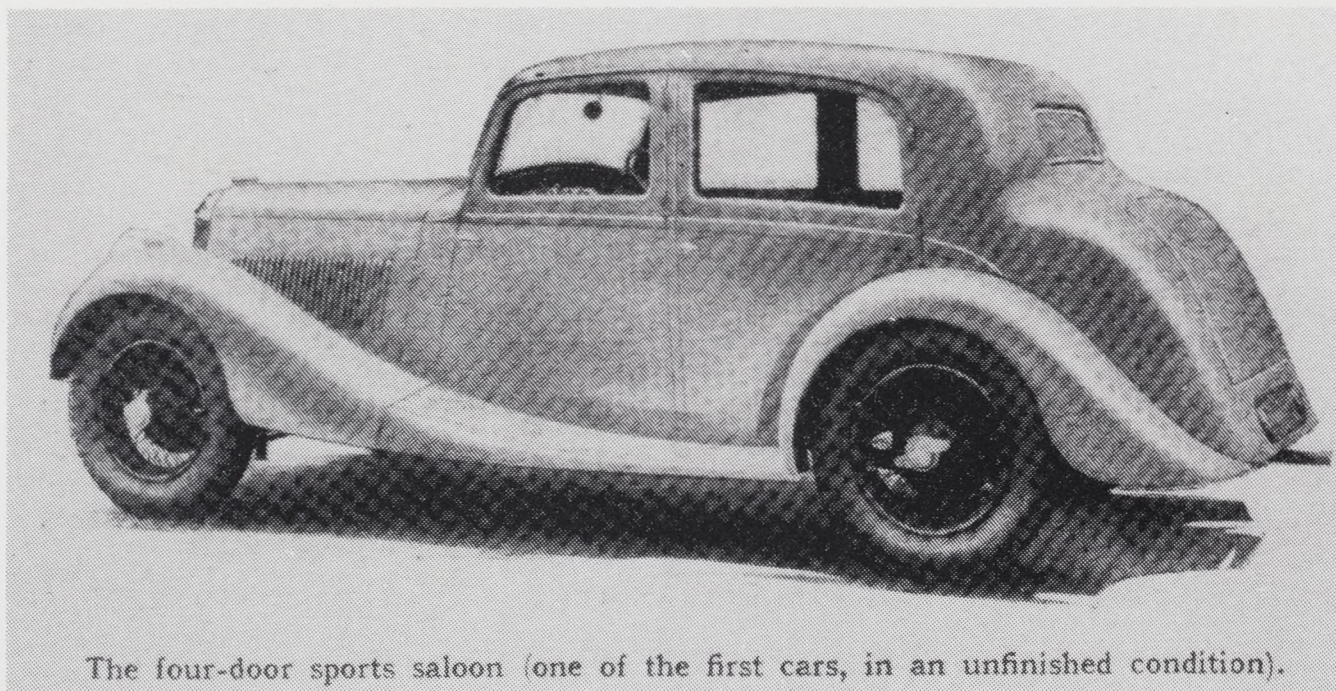
The Connolly Affair

WHENEVER I am at an autojumble I attempt to add to my collection of 'twenties and 'thirties copies of "The Autocar" and "The Motor", if they contain items of Lagonda interest. Recently I came across and bought the September 25th 1936 issue of "The Autocar", which carried the race report of the Brooklands 500 mile race, with photos of the Fox & Nicholl LG45 Team Car on its tractor-like tyres.

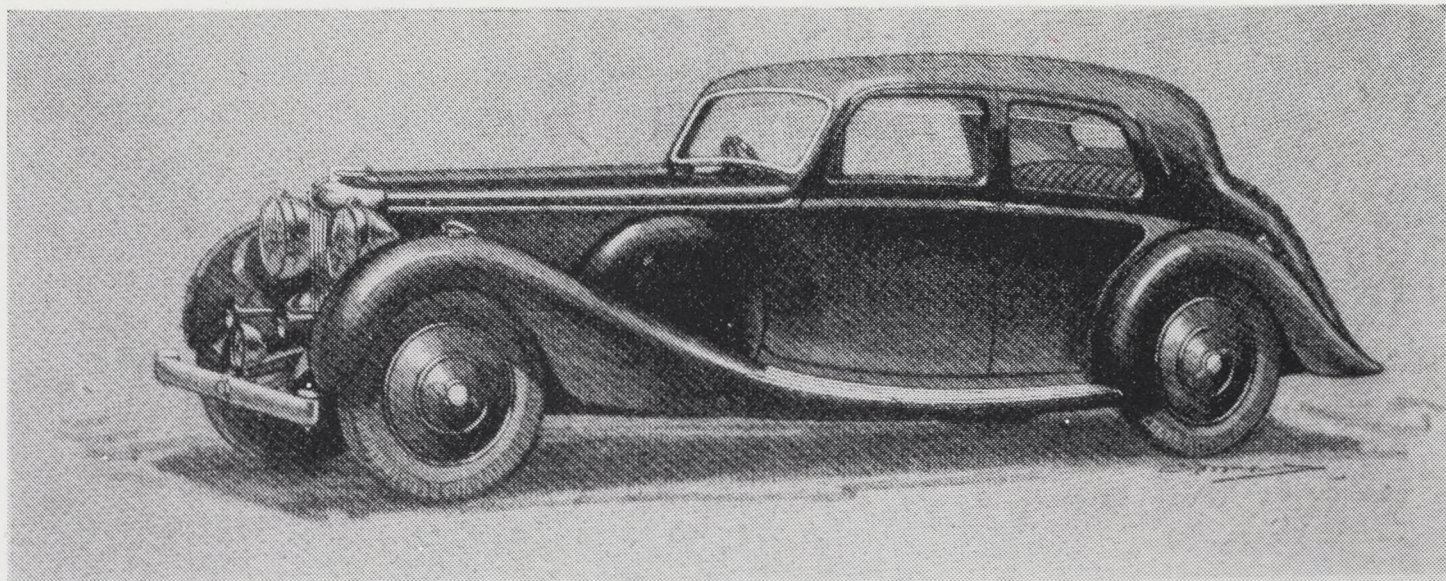
This issue also carried the first announcement of the Lammas-Graham, another attempt to wed a large American engine to a European sporting chassis. It was unusual in offering a supercharged engine of 3679 cc, but spoilt the effect by using an enormous centrifugal type of blower, not really suited to the low-revving slogger of an engine. The car was built in Surrey by Lammas Ltd, under the chairmanship of Lord Avebury and on the staff of the new company were Frank King, formerly Sales Manager at Staines, and Bert Hammond, ex-Chief Tester. Neither of these two had found a niche in the new Alan Good/Dick Watney company.

When the LG45 had been announced a year earlier, Lagonda had employed an excellent artist called Connolly (I've never discovered his Christian name) to do the pre-release publicity drawings. As usual, there wasn't a car ready enough for photography at the time needed for the release date in October 1935. Connolly's drawings were excellent and he was employed to do the 1936/7 year's advertisements, which are some of the make's finest ever. His drawings showed the cars at various fashionable venues, Brooklands, Ascot, Henley or wherever, surrounded by handsome people, dogs, boats and so on. It is noticeable that the fractionally different market that was to be sold the LG45 assumed that the owner was at Brooklands to watch, not to compete. A definite shift of emphasis from the M45 days. As the year went on, the quality of the drawings does seem to deteriorate a bit; perhaps he was rushed, but Connolly was retained to do the illustrations for the 1937 catalogue and these are really good, and have been much cribbed since.

His work had not gone un-noticed, and



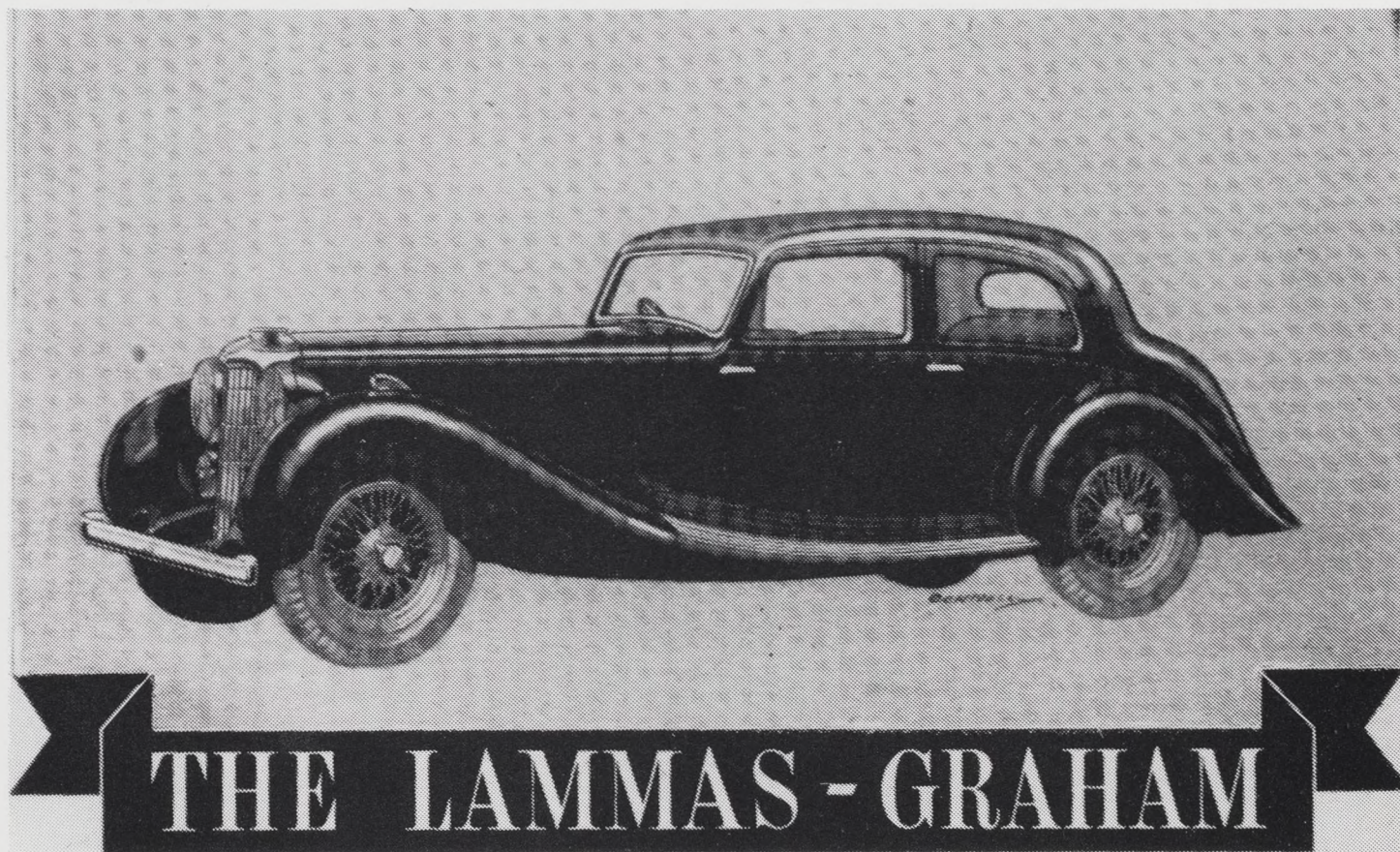
The four-door sports saloon (one of the first cars, in an unfinished condition).



The New 4½ litre Lagonda Saloon £1,125

T H E N E W 4 ½ L I T R E

LAGONDA



THE LAMMAS - GRAHAM

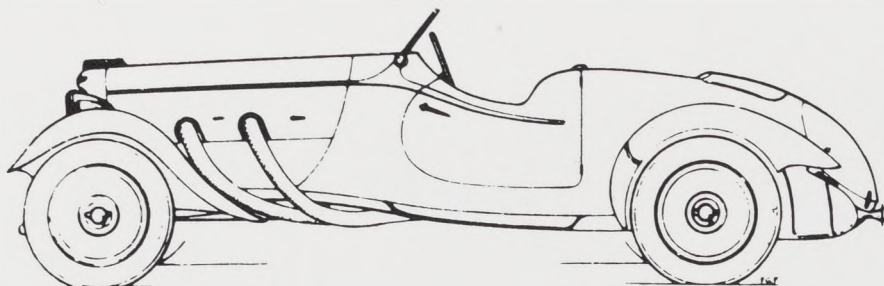
he was approached by the Lammas-Graham company to do their publicity drawings for the new car. These appeared in the adverts in the September 25th issue referred to at the outset. I don't know whether Connolly was daft or just plain lazy, but what he sold to Lammas-Graham was the Sanction 3 LG45 saloon drawing with the wheelcases removed and a different radiator. To make it worse, Lagonda chose to take a double page spread in the same issue, pages 18 & 19, and featuring Connolly's drawings from the 1937 Lagonda catalogue. To see the drawing they had paid for reproduced on page 35 as a Lammas-Graham was too much for the management and Connolly was sacked. His drawings for the V12 had already been done, however, and the firm used them a fortnight later when the V12 was sprung on to a motoring world that thought it knew what Lagonda's 1937

programme was to be. In fact the car that eventually appeared looked nothing like the 1936 drawings, but that is neither here nor there.

The Lagonda and Lammas-Graham drawings are shown here as they appeared in 1936. I have had the opportunity to put one over the other on a light frame and can confirm that they are *exactly* the same, apart from the details referred to above and the fact that he drew the spokes of the wheels in for the Lammas as Ace discs did not feature on its specification. To add insult to injury, "The Autocar" also published a photo of the Lammas-Graham (reproduced) and it isn't very much like the Lagonda, is it?

If any of our ex-employees can throw any more light on the story, I would be pleased to hear from them.

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Letters

Dear Ken

Ron Gee's excellent article about axle tramp (The Lagonda, Issue 138) showed him cornering superbly at Silverstone.

The photograph is modestly captioned (by Ron himself, Ed) 'nearly out of control'. I suggest that only one word separates a good circuit driver (like Ron) from a bad one: "NEARLY"!

Best Wishes

RICHARD McCANN

Andrew Gregg obviously felt a little shy after his epic contribution to the Winter edition as he sent a postcard from New Zealand. The picture on the card was captioned:

'Queenstown Motor Museum, Queenstown. Lagonda M45 Tourer 1933. This is the earliest M45 model known to exist, being Chassis No M45/2. In original condition having never been rebuilt, the Lagonda is powered by a 6 cylinder 4½ litre engine developing 120 B.H.P. With a top speed of 97 m.p.h. the Lagonda was

the fastest catalogued production car produced in England'.

Unfortunately the picture can not be reproduced here, Andrew's message on the card was:

Anyone visiting N.Z. should not give this museum a miss. This car wasn't there, but they do have an LG45 1936, Reg No DO 3214, described as 'a car body having no central door puller'! They also have a Meadows flat 12 engine from a bridge layer. Will do a short item on a 2 litre from Auckland.

ANDREW GREGG

Dear Ken

Could you 'identify' the mystery road test of the Invicta in the next issue of the magazine. It's worth a mention as a piece of motoring history unearthed, being the only known road test of the 'S' type Invicta (that's the one with the low chassis).

Yours ever

MICHAEL VALENTINE

Dear Ken

Congratulations on the superb fake road test report of the 'S' type Invicta! It is a well known fact that no road test was ever published of these fine cars, so to produce such an accurate one, which is 'right', both for the technical details and the very dated style of the writing was a technical tour de force. Come on, admit it, who wrote it, you? Michael Valentine? Peter Whenman? or do we have another unsung hero in our midst? I would love to be let in to the secret and I am sure that our members would as well.

Yours doubtfully

DISMEMBERED OF TUNBRIDGE WELLS

All right! I admit it! It was Michael Valentine! But it really is genuine, Michael found it mentioned in a pre-war Invicta Club magazine and then tracked it down in 'The Motor'. Doubting members can check this for themselves, but it was published on 3rd March 1931.

ED.

Dear Mr Painter

I received 'The Lagonda' issue No 138 and saw my picture on page 7 with my LG45, however my name was spelled incorrectly!

If I can be of any assistance to any Club member at the August 1989 Pebble Beach Concours would they please contact me?

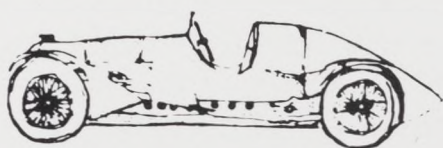
PAUL LAUB

Oh dear! All I can say is sorry, it won't happen again if I can help it. The new list of members is a great help in ensuring that I get names right in the future, but contributors will help if they print names clearly, either on photographs or in the text of articles.

ED.

Dear Mr Painter

Is it possible to obtain a back number of 'The Lagonda' magazine No 71, Autumn 1970? I have recently purchased the car on the cover (M45 CGC 450, which was previously owned by Peter Densham when he was vice president of the Lagonda Club).



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**Mr. Arnold, P.O. Box 198, Eindhoven
4500 Netherlands.**

The car is presently undergoing a major rebuild and any information or history to add to what I have would be much appreciated.

Going through the papers which I was given when I purchased the car a few months ago, I came across a letter from the man who had owned the car in 1980 to the dealer who had purchased it from him. Following this up, first by phone, then a visit I was able to obtain vital missing parts which would otherwise have had to be manufactured at goodness knows what cost! They always told me at school that history was worth study, now I know they had something!

Yours faithfully

ALAN CARDASH

Dear Ken

Tony Russell (a club member) and I started a Sunday lunchtime meet down here exactly seven years ago, we used to phone round to get folk to turn up and were pleased with ten cars, mostly Lagondas, but other pre-war as well. These days, and we meet throughout the year, anything up to 40-45 cars arrive. Bentley, Bugatti, Lagondas, Austins, motor bikes! We have purposely avoided a VSCC "tag" but do mention the meet amongst those in the Bulletin.

Tony and I know for a fact that this meet has encouraged purchases and restorations and, in fact, *use* in East Kent.

In addition to our 12 monthly meets, we have a film show in March and four other "events" during the summer.

I cannot understand why there are not more Sunday meets—I've attended several evening "do's" where half the drivers turn up in moderns—particularly in the winter—a lot don't turn up because it's a question of baby sitters, cliqué sets of drinkers abound and then you've got night driving. I've seen four VSCC meetings in this area fold up for a mixture of these reasons.

Where we meet, we have a large car park reserved willingly for us, a good garden for the kids and for some reason

we've seldom had a wet day, although I do remember on one occasion driving over in snow! A large number of visitors come to see us, everybody circulates the car park and garden. Mind you, it was hard work to start with—we and our wives welcomed every arrival, noted their names in a register and hoped that we remembered them next time! One or other of us always supervised the parking and for obvious reasons the landlord has been most co-operative.

With modern equipment it's very easy to find some video enthusiast and we luckily have one in our midst. In our winter film show it's great to watch ourselves standing around in shirtsleeves in sunshine!

This coming June, because our village church needs roof repairs, we're having a meet in Tony's paddock and we're going to make a lot of money!

All the best and well done with the magazine.

Yours

JOHN ANDERSON

Dear Ken

I just received issue No 138, Autumn 1988 and I am very pleased to see some news about the Lagondas in South Africa. It is indeed a pity that there are not enough Lagonda owners to make a South African branch a viable proposition. For the record, one piece of information in the article needs correction.

My 16/80 was involved in an accident, it was hit at the right rear side by a modern car, which had gone out of control. The work on my car involved chassis straightening and panelbeating of the right hand rear mudguard and the petrol tank.

Complements to Messrs Peter Hall in Johannesburg, who did an excellent job. The only part which was beyond repair and had to be replaced, was a Lucas rear D-lamp and the car is still as original as before.

I enjoy the magazine and especially historical photos and technical information.

Best regards

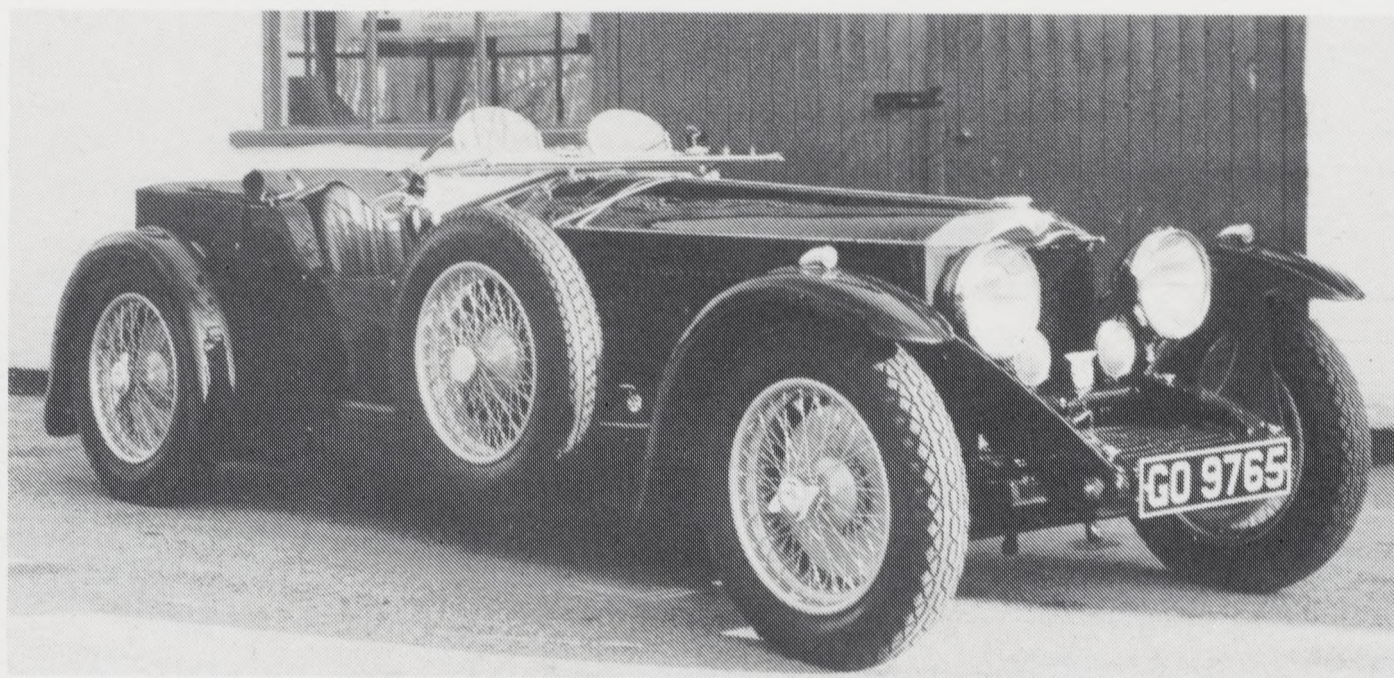
JAN HOOGENDOORN



Peter Whenman

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