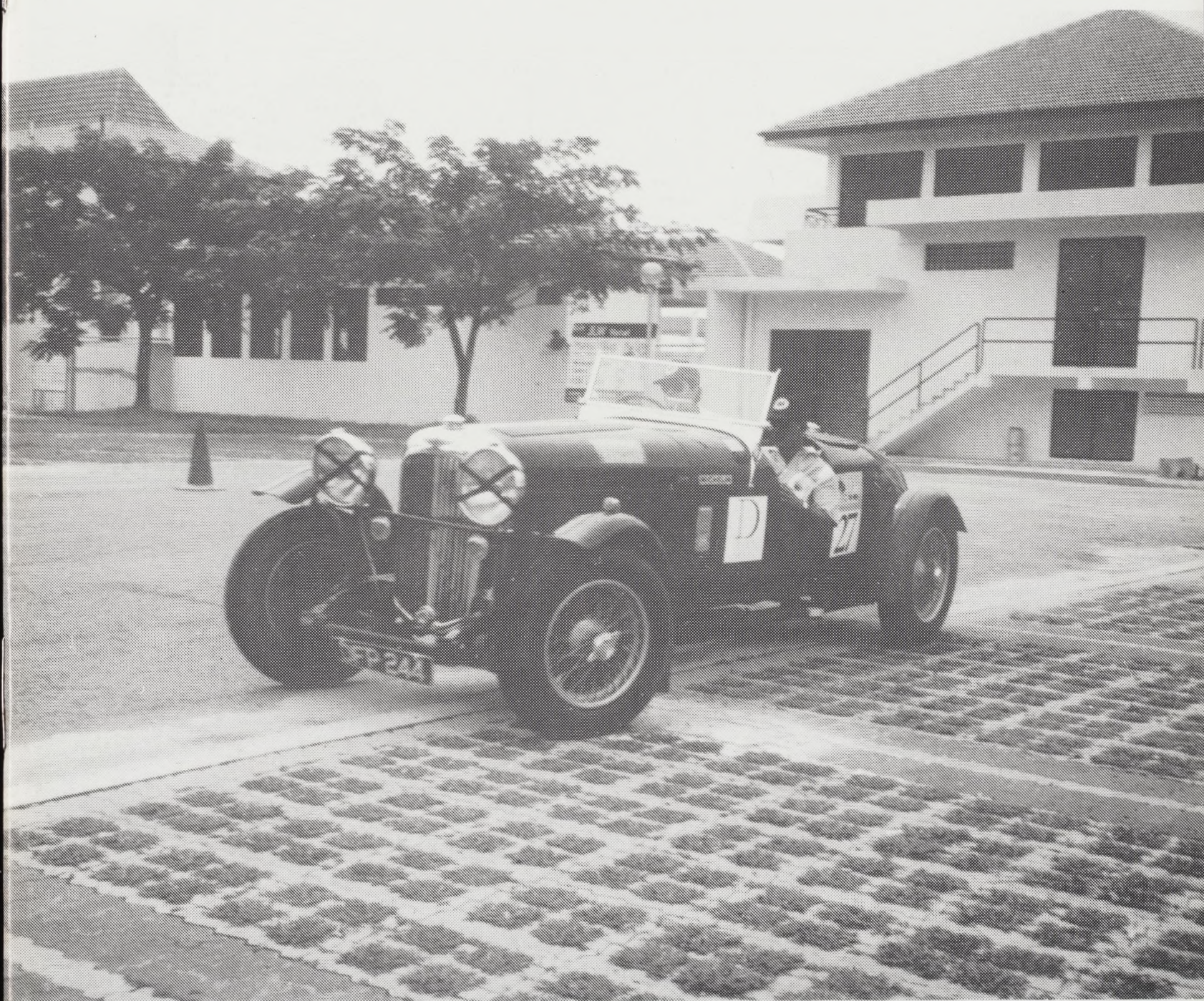




THE MAGAZINE OF THE
LAGONDA CLUB

Number 141

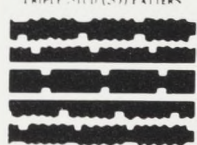
Summer 1989



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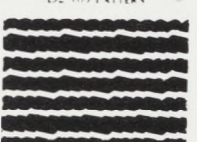
F4 PATTERN



B5 PATTERN



D2 103 PATTERN



R5 PATTERN

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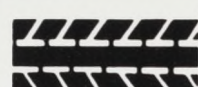
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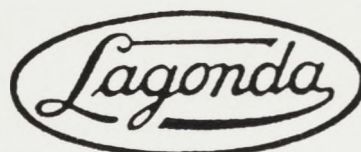
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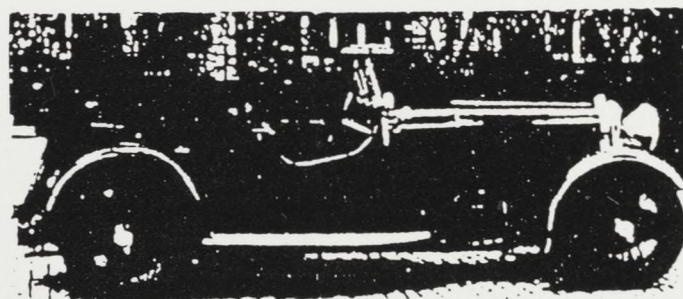
Editor: Ken Painter, Little Barn, The Shoe,
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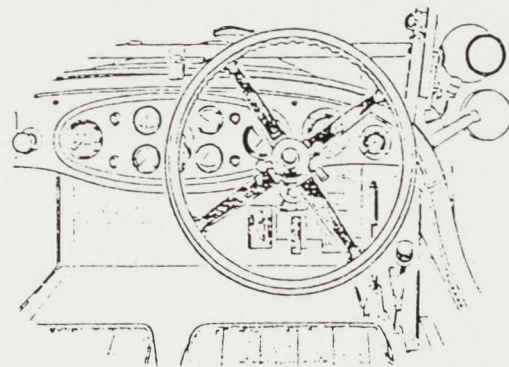
FRONT COVER

*Vijay Mallya in his team car replica,
Dickson Vintage Equator Run,
Singapore, May 21st, 1989*



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From the Driving Seat



THE EDITORIAL visit to Singapore was a great success, although we didn't win any prizes. An account of the Dickson Vintage Equator Run appears in the magazine, but I must confess that the tale is a little short of matters Lagonda, even though Vijay Mallya's car features in it.

Some years ago, Lagondas featured strongly in the vintage car movement in Singapore and Malaysia. The Sultan of Johore has owned his V12 Rapide from new and it is still one of the most attractive cars in his personal collection. Ron Armstrong had two Lagondas, an M45 and an LG45, Roger Gillbanks had an M45, Harry Robinson also had an M45, I had a 16/80 and there was a 2 litre in Borneo, which had belonged to the legendary Bill Jupe. Over the years the owners left, taking their cars with them, or selling them to owners who have since taken the cars from the countries.

Harry Robinson now lives in Alaska and still owns his M45 and his wife Marianne owns the ex-Gillbanks M45. Ron Armstrong bought his cars back to England, but I understand that he has since sold them and, sadly, has recently retired from the Club. I sold my 16/80 to Mike Truter, who campaigned it for many years in just about every type of motoring event in Singapore and Malaysia, but he moved to Australia, taking the car with him and selling it recently, much to his regret now, so he is negotiating to buy it back. He now lives in Singapore again, so who knows what the future may hold for this particular car?

Roy Brittain has a very attractive 2 litre tourer, which started life as a supercharged version, but, like so many others, has now

been converted to normal aspiration. Roy is undertaking a complete restoration of his car and was busy fitting a new bodyframe when I visited him after the Rally. His car is fitted with the T3 body, complete with tiny boot, and to his credit he is replicating this exactly. It should look superb when it is complete and he has already obtained the fabric for the body covering and matching leather for the interior. Roy is not an engineer, so to work to the standards he is maintaining, when he is so far from the expert help and advice we enjoy in his country is particularly creditable. Keen readers of the newsletter will know that Roy's car is suffering from a cracked cylinder head, which the very talented engineers in Singapore have been unable to repair. He had contacted a firm in this country who agreed to have a go at repairing it, so it was packed in the Maserati, brought back to the UK and is now in their hands.

Basil Bradshaw was not a member of the Lagonda Club when I arrived in Singapore, but has asked to join and the necessary forms have been despatched post-haste. He owns a most attractive DB 2.6 drop head coupé which, sadly, he is unable to register as the Singapore regulations demand that all post-war imports comply with the current emission and safety standards.

This law was presumably designed to stop people importing cheap second hand cars from other countries, but has the unintentional effect of killing the 'classic' car movement dead in its tracks. There are very few such cars in the country from new as the earlier practice of taxing cars on a sliding scale based on their cubic capacity meant that few large engined

vehicles were ever imported. A 'non user' tax on all cars not in use meant that cars were often scrapped rather than simply stored as might be the case elsewhere, so the supply of large exotics has always been very limited. The 'non user' tax also resulted in many fine vintage and even veteran cars being scrapped in the past, but I understand that the authorities are now a little more sympathetic towards pre-war vehicles. Even so, we have good reason to be thankful for the more enlightened views taken in this country and even better reason to be vigilant in ensuring that Euro regulations don't eventually have the same effect here.

I was unable to visit the Sultan of Johore's car during my stay, but spent several hours with William Lyou, the mechanic who is currently undertaking an

engine rebuild on the car. He has also asked to join the Club and the necessary forms have been sent to him as well. I remembered the car from my previous time in Singapore, the first time I saw it was just after it had been completely repainted as the extremes of heat had caused the original paint to craze and crack. I fell in love with it then and have enjoyed an unrequited love affair with the V12 Rapide ever since. I have always felt that Lagondas of the mid to late thirties possessed the most stylish and elegant bodies of the period, making many of their rivals look old fashioned or even vulgar by comparison and the V12s must surely represent the final flowering of pre-war elegance at its finest.

K.P.P.

Vital Questions of our Time: No. 1

WHY IS it that some 2-litre cars have cooling funnels on their rocker-box covers whilst others don't? It should be an easy question to answer, but the more cars and photographs I look at the more confused I get.

Looking at the spectrum of cars from both ends, most (but apparently not all) the supercharged cars have them, presumably to help dissipate those extra kilowatts which don't get through to the back axle. At the other end, I have been assured that no Standard engines had such things, at least not originally.

But, hang about! My exceptionally dog-eared 1932 Owner's Manual—which must have been put together by somebody in the Staines Documentation Division from a random selection of pages found left over one Friday night—clearly shows funnels mounted on top of a part-sectioned Standard engine. The Manual does not condescend to give a Part Number for such

mundane items but, nonetheless, there they are.

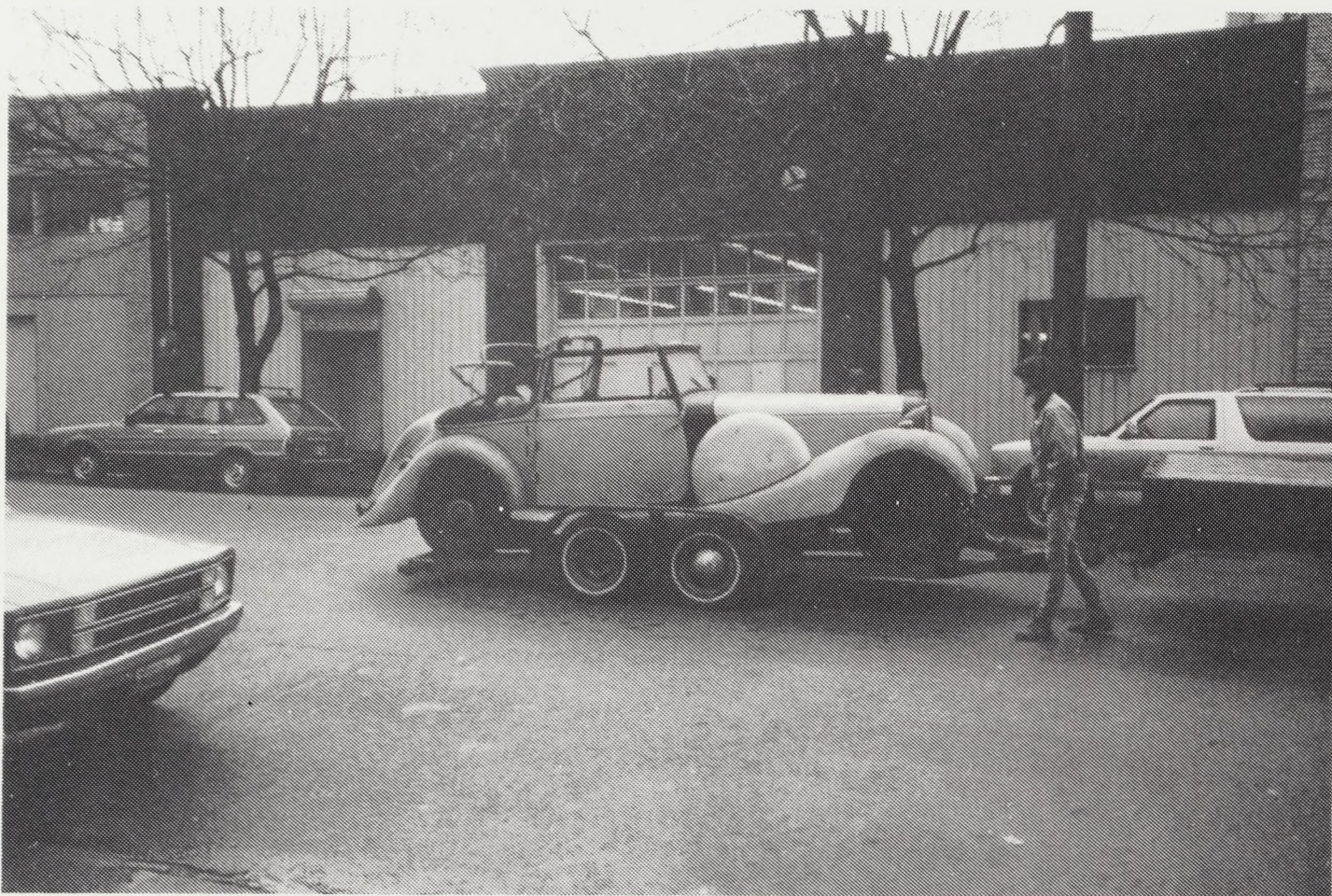
Similarly with the Speed Models; some have, some haven't. My own 1932 car certainly had the remains of funnels on the engine when I first knew her in 1950/51 but I've seen very many other Speed Models which don't have them fitted.

Is it, perhaps, just a question of the date of manufacture and nothing to do with the model at all?

Incidentally, how does a funnel actually help things to keep cool up there? It could certainly direct some air amongst the rockers and valve stems, if only there were some way for the air to get out again. Or have I overlooked something?

If anyone else needs to make up a pair of funnels. I will happily send them a copy of the template I made for the sheet brass, which would save them having to work out the curves of intersection between a cone and a cylinder for themselves.

DENNIS NICHOLS



Douglas James' "new" 1936 LG45 DHC

An American Discovery

AS A prospective new member of the Lagonda Club, I would like to notify you of a recent and exciting 'discovery' here in the U.S.

The photographs are of my newly acquired 1936 Lagonda LG45 Three Position Drophead Coupé, Reg No GPE 490, in need of complete restoration. Chassis number is 12209CH, engine number 12209 G10 gearbox, coachwork by Carlton, body number 2731.

I will shortly commence a full body-off restoration of this once proud motorcar, adding it as the centrepiece of my small

collection of Aston Martins, Jaguars and Porsche models. I am currently putting the finishing touches to an XK120 DHC body-off project and previously felt that I was not going to undertake such a task again. Well, this opportunity forced itself on me so I'll do it, "but the Lagonda will be the last time" I promised the wife. Hopefully, we outgrow this condition, affliction, disease, don't we?

How it all came about is an interesting tale—many classic car purchases are, if the vehicle has been out of circulation for decades. Saturday morning, 11 am March

11th 1989, I received a phone call from an acquaintance whom I last contacted 2 years ago. He was aware of my restoration activities on the XK120, knew of my interest in fine English motorcars generally and, most importantly, knew of one which was on offer by a private, non-enthused owner. He felt certain that "since the XK will be finished this summer, you ought to buy this once elegant but poor condition Lagonda convertible" he had recently heard about.

It took about 20 milliseconds for my attention to focus. With slight scepticism I asked several pertinent questions, such as "How do you know it is a Lagonda? What era? Why is it for sale? and Who else knows about it?" He had the 'right answers'; I was sufficiently intrigued with the developing opportunity (in fact, virtually hypnotised!) but had to "act promptly, as there is another party interested".

Throughout the course of that afternoon, with singleminded determination, we learned:

1. A prospective purchaser had been negotiating for 3 months, beginning with an offer only 25% what the seller was asking for.
2. That the seller was highly motivated due to an impending move, having sold his home.
3. What the 'deal' was, although no agreement was at hand.
4. Another final offer was imminent.

We had to view the car immediately, so an appointment was set for early that evening. I obtained sufficient cash and motored the one hour drive to my contact's home. A ten minute drive followed to the Lagonda.

The sense of urgency was compelling and discomfiting, to say the least. I was worried, as you would be, that the other party would phone, or, worse yet, visit, just as we were looking at the car, or purchasing it, or collecting it!

The seller felt anxiety, no doubt, but not misgivings. He and his brother purchased GPE 490 in Ohio in Autumn 1978 from the administration of an estate being settled. The prior owner, a Mr Ridderbeck, carried

with him to the grave any historical information, so all we have so far is his name and address, listed on the freshly minted Ohio title document, dated 1978.

They trailed it to California and briefly ran the engine, "just to test its condition before starting to restore it". Two years ago, the 'knowledge' brother passed away. The surviving brother had no deep interest in the car, no intent to restore it and was moving, so the Lagonda simply had to go! And here I was, almost forced, to buy an open Lagonda!

The seller was quite tired of the drawn-out negotiations, was willing to get on with it, but was feeling increasingly unfriendly towards the other interested party. By this time I had decided I wanted to buy it. As evidence of my goodwill I asked "What price do you want to sell your restorable, but very tired Lagonda for?" His reply confirmed the ridiculously low value he attached to "that old heap", so my offer was 100% of what he wanted and a small fraction of its 'as is' value. I was stunned with his enthusiastic acceptance and we consummated with a receipt within two minutes. He was relieved, I was relieved and my wife had no clue as to where I was that afternoon/evening, nor of what I had just done! Surely she will be pleased . . . won't she?

My next worry was to collect the car immediately! So we did it Sunday morning, early. We took many photographs, a best friend brought along a video recorder, so we caught the action live for posterity. Trailering it, I beamed like the proud father of a new-born. I called several friends—they thought I was crazy!

Now we begin the next phase, the research into originality, completeness, missing parts, sourcing and budget planning on our way to a concours, full restoration of this once noble motorcar.

This car has a history which I hope can be uncovered with Club members' assistance. I would encourage correspondence if GPE 490 is known to you.

I believe it has done 56,900 miles (most in the U.K.?) It was exported to the U.S

(after the war?), perhaps with a returning G.I.? The log book used in the U.K. was probably turned in when the prior owner sought an Ohio title document. The Ohio licencing department issued a new title in '78—do you think the log book is with the archive department? I will be checking into that no doubt!

It seems ironic that it would have ended up in Ohio. Of 50 states it is found in the boyhood homestate of Lagonda founder Wilbur Gunn, and Lagonda's geographical namesake. A strange coincidence. Especially since Ohio is not widely recognised as the European/foreign car/sports touring/specialist/high performance/handbuilt vehicle centre of the universe. In fact it is quite the opposite—the heartland of domestic iron! So what and why was GPE 90 doing in Ohio? Did a family member bring one in to keep one in the family?

The mind can offer up conjecture, many scenarios are possible, but the one I seek is buried with Mr Ridderbeck, formerly of Cuya Falls, Ohio. Can anyone help fill in the blanks?

This Lagonda has the Sanction 2 engine

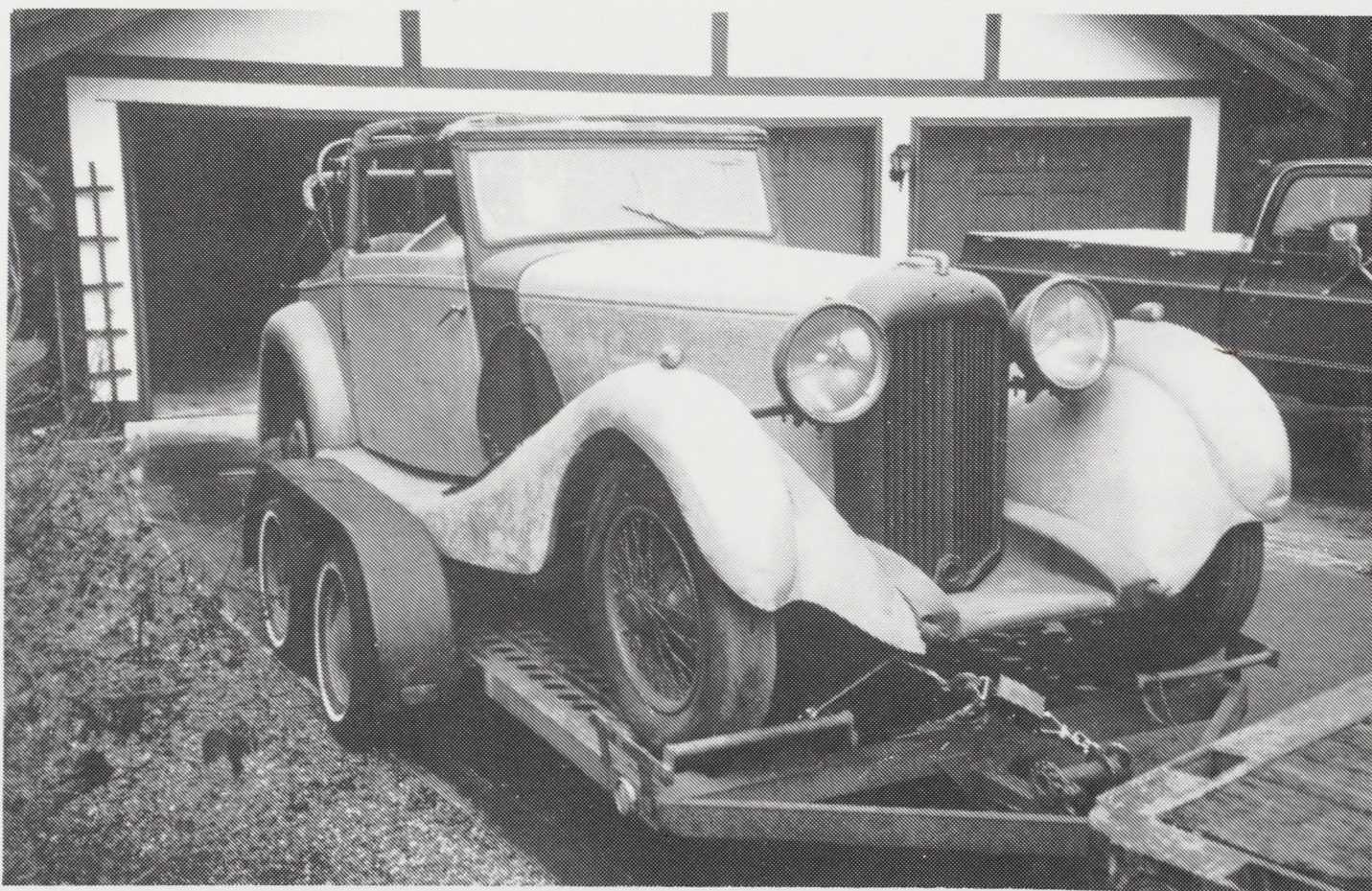
configuration, coupled to a G10 gearbox with central shifting. The balance of the vehicle is 95% complete. We will take a full inventory and develop a missing parts list. In the meantime, the radiator-shroud mounted "Lagonda" emblem is being restored, symbolically, as the first item needing attention.

Many spares will be needed, virtually all from the U.K. If members have/know of or can assist with sourcing I would encourage letters. This restoration will be of epic proportions and I hope to share the challenge with the Club. In fact I will surely have to rely on it! Local support is limited. I have miraculously stumbled upon three owners of Lagondas (one M45, two LG6) who have them as wonderfully restored, cherished members of extensive (expensive) collections. They were very pleased a fourth Lagonda has been discovered. They suggested a 3 position DHC is a quite limited production model, but we have little production data. Any help would be highly valued.

DOUGLAS G JAMES

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Jottings From The Chair

MY DIARY shows that the first major event since the last jottings was VSCC April Silverstone, which is becoming so popular that we were lucky to find a space in the vintage car park, despite arriving at our usual time around noon. I see that the June Silverstone meeting will have a hospitality marquee, courtesy of Silverstone Circuits et alia, which will make the parking even more impossible. After the Chelsea Flower Show, Wimbledon and Henley, it seems likely that Vintage Sports Car Racing is about to join the London Season, with all the sponsorship and crowds of unknowledgable spectators that this implies.

April Silverstone itself was outstanding in terms of Lagonda interest. There were so many members to talk to in the car park that we took over two hours to reach the paddock. John Batt tried to arrange a reserved area for Lagondas in the central area, without success, but we did manage to get a substantial number of club cars together at the Green Man afterwards as usual.

The next big event, in May, was Valerie May's brainwave of a Sunday picnic at the Singleton Open Air museum near Midhurst in Sussex. We were having a run of fine weather anyway, but the lack of advance preparation needed, and the pleasant route through Sussex lanes brought out over sixty cars of various makes, including many from the Club. John Oliver was in VO, his low chassis 2 litre, and John Walker in PL, his blown car, as was Alan Rendall with GT, although still with red brake drums and awaiting its blower. Phil Ridout was in UL, his longloved high

chassis, with T Brandon (nonmember) in his similar car. Geoff Seaton had just completed his engine rebuild on 3 litre GH, and has found it very unhappy in the hot weather, so very exceptionally was not in a Lagonda. Richard Hare's LG45 drophead DXV was suffering from water circulation problems and had overflowed coffee coloured stains all over its frontage. Alec Downie was in Rapide GPD, looking as stunning as ever. The heat of the afternoon confused many fuel systems, and Alec was able to help out a new member with a spare SU pump, whilst on the way home we stopped with Alan Rendall to cannibalise enough bits off his reserve fuel line to make up a bypass for GT's filter bowl, which was suspected of preferring air to petrol. (I now note that in the recent Vintage Bulletin Colin Buckmaster writes in to report that vintage fuel starvation isn't the fault of Old Petrol Systems at all, but of Newfangled Petrol, and that we all need an extra pipe back to the tank to allow for it. Roger Cooke (M45) swears by a Fresh Change of Wet Nappies to deal with the problems, but he's not a newfangled type at all.)

The following week I was again at Silverstone guest of Mike Emmerson, the Chief Medical Officer for the day at the MG Clubs meeting on Whit Saturday. We went in the ex Phil Ridout blown 2 litre GT 910, again in amazing sunny weather, and used the Amersham/Wendover/Aylesbury route, which is so pleasant that I always look forward to it. Once at the circuit, I found the meeting rather less pressured, and more informal and relaxed than recent VSCC events there, and realised how much

the VSCC ones have changed. The MG meeting attracts a host of autojumble stalls, being a one make club of course, and I was able to find a few Lagonda items by chance, including a Bosch magneto for the 2 litre. Other Lagonda people there were Len Thompson competing in his single Seater Rapier (nonmember), plus Richard Sage and son Rupert: Dick is now officially coopted onto the Committee as Competitions Whip, channelling support for entering at meetings and for writing up the events afterwards, so I shall doubtless have less to say on these matters in future.

A big event since last writing has been the acquisition of GT 910 from Phil Ridout. Phil bought the car as a counterpart to high chassis UL back in the early seventies, and set about restoring it to his usual meticulous standard. About 1985 I was anxious to get back into 2 litre motoring again (the challenge of the Slight Uphill Gradient as the cynics have it) and thought his blown car would be the perfect solution. Phil has painted the car in Lagonda's standard Black with Black Fabric and Black wheels, plus retiring Olive Green interior, which gives the impression of staggeringly Good Taste, especially when sparkling clean.

So GT 910 will be resident in Kingston, very close to GT 609 its OHL 2BT2 sister car owned by Alan Rendall in Chessington, less than 5 miles away. The arrival of GT has meant the disposal of AUU, which had been acquired by a London member of the Club who has been looking for a better car

to pair off with his equally original 3½ Crewe Bentley for years. We had very good times with the M45, and look forward to seeing her at Club Events in the future.

June brought the high summer of vintage activity, and we did the Light Car Rally in Rutland (not in a Lagonda), "July" Silverstone on the twenty fourth, and then the Lagonda Hants and Dorset Rally on the second of July, as well as going to Henley along with John Batt's matching blown car.

Silverstone was too full of Club members to note them all, but we encountered Arthur Barnett (2L), Bill Ambro (3L Saloon), Roland Morgan (2L, and suffering from license withdrawal symptoms), Roland Grindell (M45), Jeff and Hilary Leeks (Sunbeam Talbot), James Woollard (2L), Bryan Hyett (3½ L, nearly ready), Roger Cooke (M45), Rirchard Bush (Alfa Romeo), and Robin Wodehouse (2L). Competing were Alistair Barker (V12), the Rapiers of President Crocker ("Cracker" to the VSCC), Fletcher Jones, Thompson, Williams, Wakeley, Fidler, and Coolidge; and Messrs Whenman, Dutton Forshaw, Buglar ("Burglar" to the VSCC), Ingham and Morley in four and a halves. Not a bad turnout for the marque, by any measure.

Alan Elliott's Hants and Dorset run was a delight, but I haven't got the pictures back yet, and R Sage has demanded to write the report, so I'll give the quill a rest at this point.

See you all at the AGM I hope.

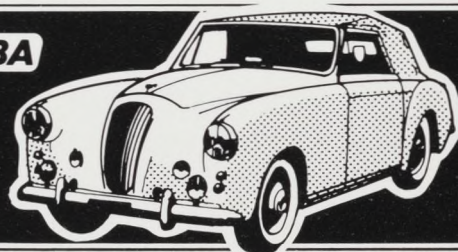
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"GT's United", Phil Ridout and Alan Rendel survey the two blown 2 litres, whilst a confounded youngster inspects Alec Downie's Rapide



Too hot for comfort: the Singleton crowd decamp to the shade for their picnic

Fun in the Sun

IT WAS a crazy idea in the first place. To enter a Vintage Car Rally some 6000 miles from home, without any form of backup, or hope of finding any spares locally should anything go wrong, was pretty optimistic. To enter a car, which was semi-dismantled and lacking such minor details as a starter motor and a carburettor was verging on the irresponsible. But to do all this with a car which has just four inches of ground clearance and was designed especially for road racing, not for driving over 'roads' which would frighten the average driver on the RAC Rally, a car which has no speedometer, so accurate navigation was out of the question, now that almost qualifies you for the funny farm. But we did it, and, what's more, we completed the course. Sadly, it isn't a story about a Lagonda, but there are Lagondas in it, so read on gentle reader.

At eight o'clock one Sunday morning in March, Basil Bradshaw phoned me from Singapore and made me an offer I couldn't refuse. Ben Line had offered to ship three cars out to Singapore free of charge for the Dickson Vintage Equator run at the end of May and the organisers wanted me to take my Maserati back. I should explain that the Maserati had gone to Singapore in 1939, survived the war (just) by being stolen back from the Japanese Army and then dismantled and buried and I had bought the dismantled remains in 1969. The restoration took until 1987, so no-one in Singapore had seen the car in one piece since 1942. The Rally seemed just too good a chance to miss. Malaysian Airlines had offered 25% off the standard fare and the entry fee covered hotel costs during the event, so the costs were just about affordable. After a day's discussions, we agreed that I would go, taking Adam, my older son as co-driver and mechanic.

Now the fun really started. The starter motor was away enjoying its fourth rebuild since 1972, so the company doing the work were jollied up and they promised

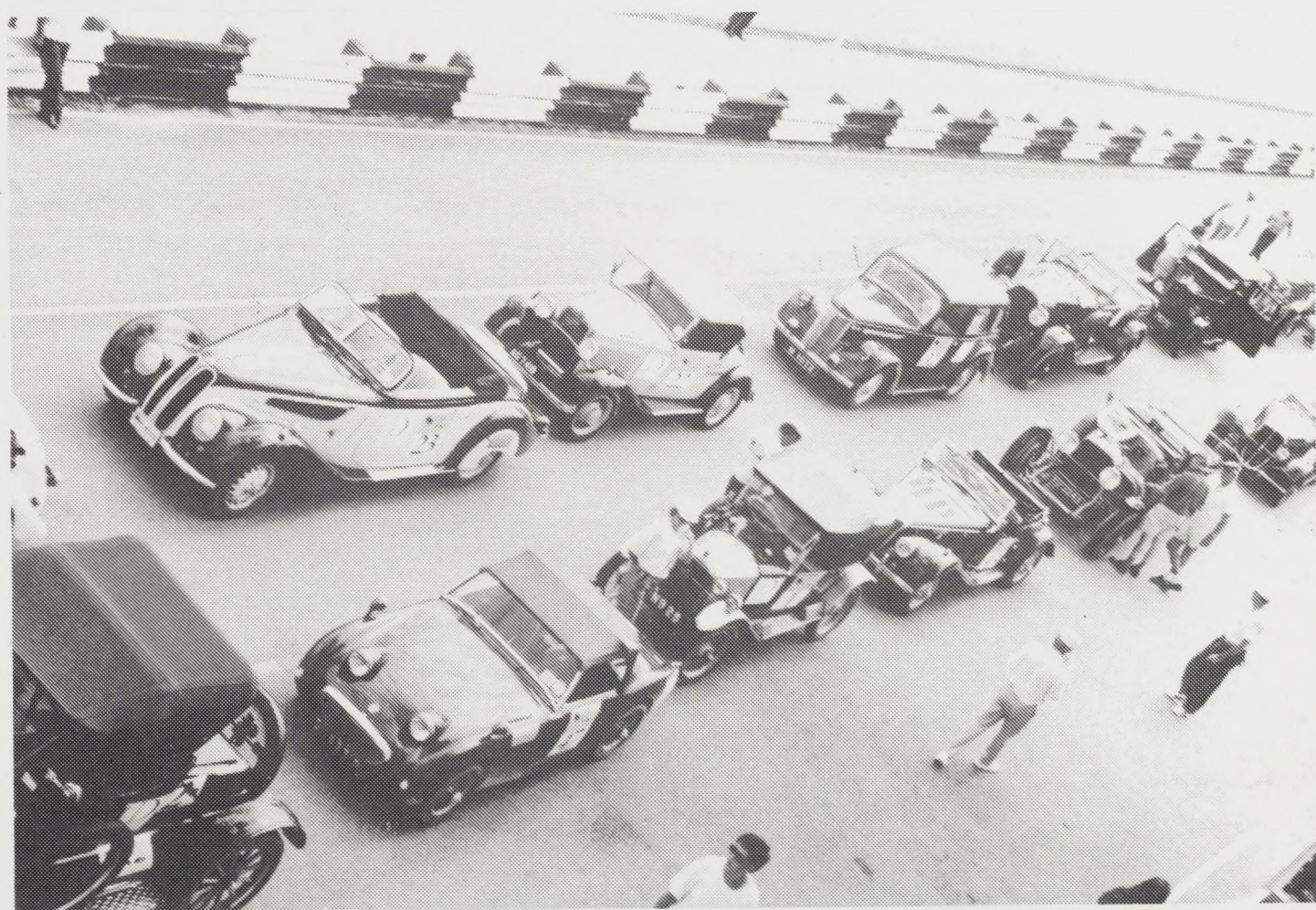
to get it back to me in good time. True to their word, it was ready in a week. The only problem was that it still didn't work, in spite of virtually total renewal of every moving part, so back it went for rebuild number five. The car also needed a replacement carburettor, originally it was fitted with a very early Weber and they are rarer than silent changes on a Z type box, so I had fitted an old SU from a scrap M45. This worked reasonably well until I dropped it and broke the float chamber off, so a later and slightly larger SU, which would take an air filter was bolted on. An electric fan was fitted in front of the radiator and a new regulator fitted in a (fruitless) attempt to coax the dynamo to work.

All of this took up so much time that we only got the chance to run the car very briefly and on a very cold day before it was time to take it to Southampton and put it in a container with a lovely vintage Alfa Romeo 1750. It seemed to run all right, but we were to find to our cost that the replacement carburettor was hopelessly maladjusted for the heat and humidity of Singapore and this caused endless problems on the first day of the Rally.

On arrival in Singapore, we were taken to where our cars were stored, but we were unable to do any more than just start our engines. The cars had been drained of fuel before shipping, but we had packed our petrol can in the car as we don't have a fuel gauge or reserve tank, so one of the mechanics kindly fetched ten litres of fuel on the first day and another ten litres before we left for the hotel which was to be the official headquarters of the event. We decided to keep the second ten litres as a reserve as all the fuel for the event was to be provided free of charge by Shell. The run to the hotel showed how hopelessly wrong the carburettor settings were, but we had to smuggle the battery up fourteen floors into our room to charge it so were unable to do much to improve matters at



Lim Peng Han, the man who rescued the Maserati from the Japanese army in 1942, reunited with the car after almost 40 years



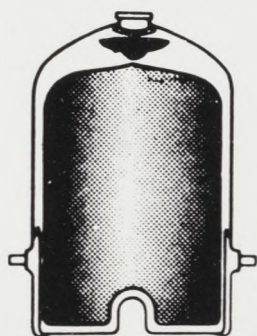
All shapes and sizes in the Dickson Vintage Equator run

this stage, but it's amazing how nonchalant you can become, walking through the foyer of a five star hotel with a car battery under your arm, when you practice every night.

There was a Lagonda in the Rally. Vijay Mallya from India, the winner of the 1987 Vintage Equator Run in his splendid Pierce Arrow, had entered his latest acquisition a 1936 replica of the Le Mans team car. Sadly, none of the local Lagondas had entered. Roy Brittain's 1932 T3 bodied and originally supercharged 2 litre is undergoing a total restoration and is far from complete, The Sultan of Johore's V12 Rapide is also undergoing a mechanical overhaul and Basil Bradshaw has been unable to persuade the Registrar of Vehicles to relax the rules requiring all post-war cars to meet the current safety and emission regulations, so his DB 2.6 Drophead sits unuseable in his garage. The ex me 16/80 is now in Australia, but Mike Truter, the man who purchased it from me is currently negotiating to buy it back if he possibly can.

The cars in the rally covered a wide spectrum of the vintage and classic field. The oldest were two 1922 3 litre Bentleys, the youngest an Austin Healey "Frogeye" Sprite. The smallest was a Peugeot Quadrilette of some 660 ccs, the largest were the 4½ litre Bentley and Lagonda of Paul Gibbs Pancheri and Vijay Mallya respectively. There were saloon cars, tourers, out and out sports cars and a couple of near racing cars. Entrants came from Singapore, Malaysia, Japan, America, Australia, New Zealand, India, Hong Kong and England, so it was a truly international event.

The route book gave directions by "tulips" and distances were given to two decimal places in both miles and kilometres. Since many vintage cars have speedometers of dubious veracity and my car had no speedometer at all it was clear that navigation was mostly going to be by guesswork. More so for us, as Adam had never navigated in any rally before and had never seen or heard of the tulip system. He quickly got the hang of things though and,



GWR

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whatever other problems we suffered, his estimates of distance and his calculations for the route were seldom wrong.

The rally route encompassed ordinary roads, estate roads in the oil palm plantations, which are surfaced with laterite, a sort of muddy clay, are narrow, very rough and totally devoid of any form of signposting; 'special stages', also over estate roads; a 'regularity run' around the Johore racing circuit at Pasir Panjang and driving tests on roads which the police closed for the occasion, so we had a superb variety of surfaces and conditions to contend with and we all found that, whatever our car was, some parts of the route suited it admirably and other parts were decidedly difficult.

Shell were co-sponsors of the event and had generously donated fuel vouchers, which could be cashed at nominated filling stations, but this caused the first of our many problems. Perhaps nobody told the organisers that the cars which had arrived by container had been drained of fuel prior to shipment, certainly the organisers never told the competitors that the first filling station wasn't on the rally route. Many competitors found the allocation of around 30 litres of fuel each day inadequate and were to run out at embarrassing points along the route. I had taken the precaution of begging extra vouchers as the Maserati has a fuel consumption which would make a V12 look frugal, so had no further fuel problems after this early crisis.

Like all good events this one is almost impossible to describe properly, you only see the other cars at check points or if you overtake one or are overtaken yourself, so this must be a Painters' eye view of the run: the start was a Mille Miglia style spectacle, with the cars being flagged away down a ramp, which was built and placed in position overnight. We left at one minute intervals and were boiling merrily before we even reached the ramp, so our fan began to earn its keep straight away.

The first part of the route took us through the centre of Singapore city for the benefit of the tourists, the Maserati hates slow traffic and promptly oiled up

its plugs. It tends to do this even in this country, so we carry three sets of spares. After changing the first one your finger tips develop a nice crispy skin layer and it doesn't hurt so much from then on. Our problems, weren't over though, as the engine now refused to start and we lost nearly half an hour persuading it to fire, only to run out of fuel a few miles further on. Alternatively blessing our good fortune in carrying a spare ten litres and cursing the organisers for not warning us about the position of the first filling station, we topped up our tank and then found that a wire had pulled out of the ignition switch. Adam is much more agile than his ageing father, so was forced to wriggle under the dash to fix it. We then begged a tow start from a passing motorist and, another stroke of luck, found a filling station at the top of a steep slope, so were able to refuel and start by rolling down the hill. Sadly, it wasn't a Shell station and we couldn't persuade the staff to accept our vouchers, so had to pay for the petrol.

After a very interesting tour of parts of Singapore I had never seen before we found that there was an error in the 'tulip' sheet and a marshal put us back on the right route after we retraced our path to find out why the route checks hadn't made any sense. We arrived at the final checkpoint in Singapore just within the allotted time and were then escorted across the border between Singapore and Malaysia by police motorcyclists. Lunch was a magnificent curry tiffin in the Civil Service Club in Johore Bahru, where we were treated to a colourful welcome by a troupe of beautiful ladies in traditional Malay dress.

The afternoon section started with a long main road section, which took us to the first of the 'special stages' in an oil palm plantation. By this time our battery was virtually flat as the problems with starting the engine when it was hot and the frequent use of our electric fan had both taken their toll. One of the officials generously loaned me the huge battery from his Mercedes, but even this was to wilt under the strain later.

Cars were started at one minute intervals



Fixing the electrics. Adam does the work, whilst Ken takes the picture



A colourful welcome to Johore

for the special stage, but I asked for a longer gap between us and the car before us. I needn't have bothered, we overtook both the car in front of us and the car in front of him in the first mile. The 'road' surface was incredibly bumpy and the track wasn't very wide, but the little Maserati just flew along, we were going so well that a marshal on traffic duty was taken by surprise by our approach speed and realised too late that we were unlikely to take the correct road at the junction. He hastily pointed out the correct route, but in my efforts to slow down sufficiently to take the turn I managed to stall the engine. We tried to roll downhill along another road, but the engine just wouldn't fire and we flattened the battery totally trying to get the car running again. The rescue truck arrived almost two hours later, he gave us a tow and the engine literally fired on the very first revolution. It was, of course, nicely cooled down by this stage.

We drove on to the overnight halt at Desaru, a holiday resort on the Johore coast. The Malaysian Tourist Board had arranged a Malay cultural evening and a Malay banquet for us and we were honoured by a visit by the Sultan of Johore. The Sultan is a keen motorist and has a V12 Rapide in his collection, which he has owned from new, but at the moment this car is undergoing some major restoration work in Singapore.

The Sultan's presence meant that we were unable to do anything to our car that evening, so we got up at first light and stripped the carburettor down to see if we could improve matters. We had, as usual, sneaked the battery into our room and recharged it overnight and we now had a willing band of helpers to push start the car whenever we wanted, but luck was with us at last and we were able to adjust the settings so that the car started faultlessly, hot or cold from now on. The carburettor settings still weren't perfect, but our engine problem was over.

Shortly after the start there was an official refuelling point, which was full of spectators. We were taking no chances with our battery at this stage, so roared in, refuelled without switching the engine off,

signed for the fuel and roared out again—the car in front of us still hadn't managed to unlock his petrol cap in this time.

After a road section of about 25 miles we were routed back into the oil palm plantations where we quickly caught up with a convoy of competitors following an official's car. We followed him like sheep for some miles, when he stopped and asked the first of the competitors where we were. He had no route sheet or map and had got us all well and truly lost. The next half hour was just like a *Monsieur Hulot* movie. Cars shot off in every direction and we constantly met one another at junctions or simply travelling in opposite directions along the tracks. At one crossroads we actually met three other cars approaching the junction simultaneously. We met at the centre, nose to nose and were to find later that we were all on the wrong route at that point. After many miles of total confusion and chaos, we turned a corner to find that we had found the finish control, from the correct direction and within the allotted time.

The next section was to have been special stage two, but unseasonable rains overnight had washed the track away and it was impassable, so we were treated to an extended lunch break while the organisers rerouted the rally. After another splendid curry tiffin we were able to give the cars a cursory checkover and one of the American teams in a 3 litre Bentley kindly gave us a gallon of oil. The Maserati doesn't actually use much oil, but it exudes it from every pore and there was more in the undertray than in the dry sump catch tank.

The organisers had, by this time, marked up a route from the lunch stop to the start of the special stage 3. After a careful briefing on the alterations to the route we were sent off at one minute intervals again. The start was on the planter's private golf course, we set off with such enthusiasm we left two deep grooves across his green, perhaps he can turn it into another bunker or something. The car was going really well now and we overtook virtually all of the cars which had left before us. We were finding that our limited ground clearance

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.*

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wasn't as much of a handicap as we had feared and our superb acceleration out of the slower bends was a real asset. All went well until we came to a carelessly marked "tulip" in the route book. With memories of the chaos of the morning, we quickly turned back and retraced our route to the last known correct route marker. Frustratingly we found that we had been on the right track all the time and this diversion cost us over two minutes. Vijay Mallya made the fastest time on this section in his big Lagonda, but we were only 25 seconds slower. Sorry Vijay, we should have beaten you, but how on earth did you manage to chuck that great big car round some of those tight bends?

A gentle road section then took us to Pesir Panjang racing circuit for a regularity run. We were sent out on just over three laps of the circuit and our two flying laps were timed. The times were averaged and we were asked to nominate our times for two more flying laps. Just to make things more interesting, our rev counters and speedos were covered, our watches removed and our navigators assigned to other competitors' cars. The sportier cars had real fun here, we could choose any lap time we wanted, some chose to make it a private sprint, others chose a more relaxed style. I tried to get sneaky as my engine note changes just as the engine reaches about 2500 r.p.m.—that's about 50 m.p.h.—so I chose a lap time which depended on just keeping the noise level right. Needless to say, it didn't work particularly well and my actual lap times were around ten seconds quicker than they should have been, so I added another 50 penalty points to my already enormous score.

This completed the competitive section for day two, so Adam took over the driving, as he did for all of the non-competitive parts. My navigation wasn't a patch on his, so I took us back to Johore by the pretty route, at least, that was my excuse afterwards. We were supposed to have a police escort again to get us through customs and immigration controls, but we lost them in the traffic almost immediately. They started off with about fifteen cars in

their convoy, but ended up with about four as they seemed to forget that traffic joining from side roads would break up our line of cars. Adam wasn't at all perturbed by this, he was enjoying his turn at the wheel as much as I had enjoyed mine, so he carved his way through the bemused drivers, totally ignoring the speed limits, zoomed straight through the customs and immigration controls without stopping and caught up with the official party on the Singapore side. We then formed our own convoy back to the Marine Mandarin Hotel, where another superb meal had been prepared for us.

The final day of the event consisted of a series of driving tests on public roads which the police closed especially for the Rally. Like all good driving tests, they looked simple, but were much harder than they seemed at first sight. The first, a 'simple' wiggle-woggle through a series of traffic bollards, round the top one and back through the bollards again caught a lot of us as there was very little room to turn at the top end and the bigger cars were at a disadvantage here. Vijay's Lagonda looked a real handful here, but his speed through the bollards did much to make up for this.

The second test could best be described as driving around roads in the shape of a capital 'E'. Once again, big cars, like the Lagonda were at a disadvantage as the circuit was very tight indeed. Vijay really threw his car around the course, but even his considerable talents couldn't make up the difference. This was one occasion when a good big one couldn't beat a good little one and this was where the Maserati really showed what it could do. With something like 135 b.h.p. and a weight of about half a ton, coupled to a total length of less than 12 feet it was in its element and our time couldn't be matched by any of the others, regardless of age or power.

The final test was a 220 yard sprint, stopping astride the finish line. The organisers tried to match cars with roughly equal performance here and we ran two at a time. Vijay was matched against the 3/4 1/2 litre Bentley of Paul Gibbs Pancheri, which was driven by Donald Day, of ERA

fame. The Lagonda was quickest off the mark, but Paul's Bentley is a bit of a 'boy's racer', very lightened and with a host of go-faster goodies, so it quickly overtook Vijay and actually recorded fastest time of the day for this test. The Maserati was matched against the 1750 Alfa Romeo of David Bayliss, much to my surprise, we left the Alfa way behind, beating it by almost 100 yards. It transpired that David's clutch had failed to grip, so we were allowed a second run. The Maserati still beat him, but this time there was only a car's length between us at the finish.

Suddenly it was all over and we drove back to the hotel in convoy for a shower and to change before the official dinner and prizegiving. Neither Mallya or Painter featured in the awards, we had both been excluded for late arrival at a checkpoint. Mine had been caused by our engine problems on day one, I believe that Vijay's

exclusion was due to a rather protracted stop in a local eating and drinking emporium! The overall winner was the Australian driver of a locally entered Triumph Gloria tourer, a well deserved reward for a consistent and sporting run. David Bayliss gained third prize in the vintage class and Donald Day/Paul Gibbs Pancheri, the other English team who travelled out with us were recorded as finishers, but a long way down the field.

Would we do it again? You bet! Plans are already under way for a rally around the capital cities of all the Malay states late next year and if all goes to plan the sponsorship will cover virtually the total costs of the trip, but before then Vijay is trying to organise a rally between a series of Indian palaces, which are now first class hotels. How about a Lagonda team in one or both events?

KEN PAINTER



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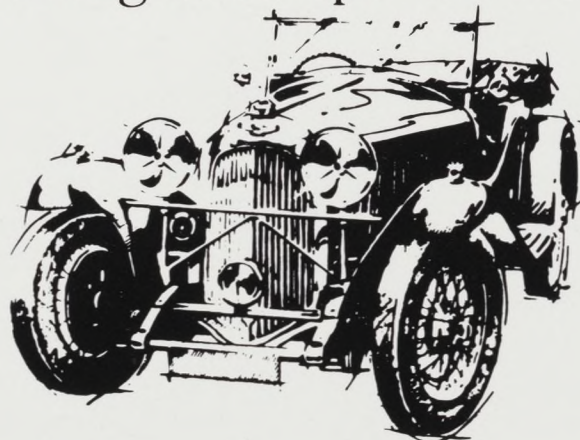


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"Campion" and his Lagonda

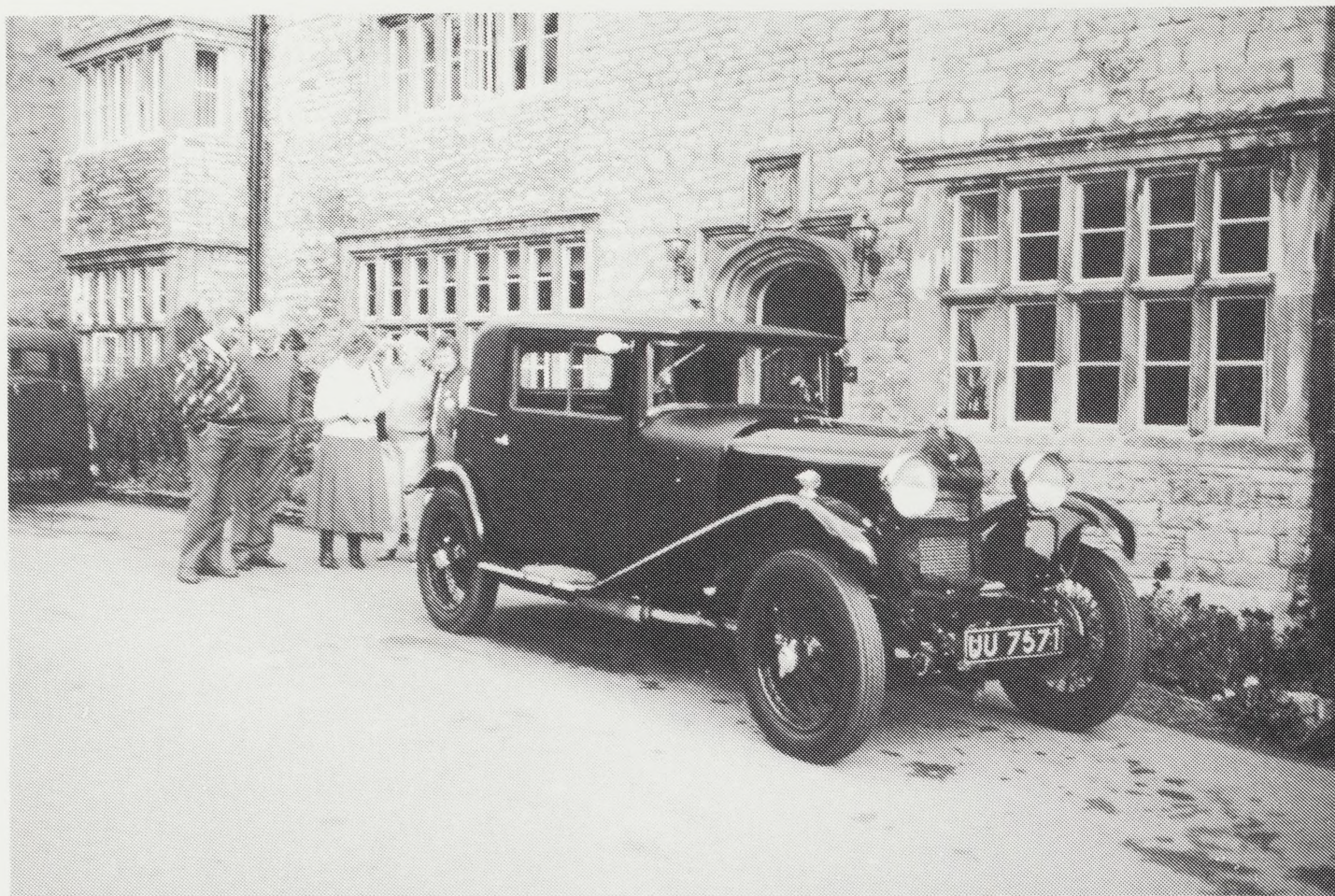
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Northern dinner. Herb Schofield and Alec Downie consider the Firth's HC Coupé



Northern dinner. The morning after at Monk Fryston Hall

The Northern Dinner

FRIDAY AFTERNOON, and the still Spring Air was broken by the sound of the first arrivals at Monk Fryston—David Hine in his M45 Saloon the same car he had used 25 years previously, albeit carrying an additional amount of personal ballast in addition to his receding hairline. It was almost like a time warp. Some of the other more 'mature'! members who also attended the first Northern Dinner were also present, although no bathchairs or tricars were noted in the car park. However, for the record, those present who attended the first Northern Dinner were as follows:- Herb Schofield, David Hine, Alan Brown, Drs. Turner and Ryder, Roy Paterson and Ted Townsley. Lagondas were present in the car park and those who arrived in more formal transportation were Roger Firth, 2 litre 'Honeymoon' Saloon, Philip Stephens, M45 overdrive Saloon, all the way from Cornwall, Jeff Ody, 3 litre Saloon, plus Alec Downie in Rolls Shadow, on hire, due to be used for a wedding in Sheffield the next day, Dave Berry Aston DB5, and Herb Schofield, Renault 25 Rapide whilst the fresh air friends, or those intent on getting chronic pneumonia arrived as follows, Dennis Green 2 litre, John 'Blower' Batt, in 2 litre Supercharged, Kurt Jensen, 2 litre.

After everybody had arrived the statutory pre-dinner bar followed, after which more than 90 people sat down to dinner, a record number I think, the dinner being to everyone's liking. We were then treated to short speeches by the following,

Alan Brown, perched on Phil Erhart's shoulders, fortunately for Phil, Alan had his trousers on, Jeff Ody our Chairman, then we had a speech or dirty joke session by James Crocker and ultimately the treat of the Herb Schofield Confidential show, of the 25 years past at Monk Fryston. We were then treated to the Magnacarter courtesy of David Hine, together with his hats etc. Short prizegiving presented by Mrs Gill Ody finalized the dinner.

Rumour has it that Dennis Jenkinson was invited as our guest speaker this year, but he apparently declined on the grounds that he could not find a suitable minder for the occasion, although he was offered a disguise by our Northern Secretary in the form of replica beard complete with original (circa 1936) fittings. All this was unfortunately to no avail. Perhaps he will grace us with his presence next year after the dust has settled.

Your scribe cannot unfortunately report on the various activities after 11.30 pm as he and his wife retired to bed early as a result of having entertained some 'Yuppie' Lagonda types, the night previously. This year's Northern Lagonda Dinner passed off as another smooth memorable occasion—old friends meeting again and also making new friends.

New faces included John Charles, Tony Cooper, Noel Stebbing, David Crow, Kurt Jensen. Whilst those absent without leave were Jack Buckley, John Downes-Ryder and Bob Alexander.

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IN that there are good and bad years for both, cars are like wine. Anyone who has bought a secondhand car from a dealer will know that the one he's selling is always one of the very good series, whereas the one you want him to take in part exchange is of a year in which the suspension was designed by a drunk, the clutch snatches, the king-pins fall out, the half-shafts never last more than a week . . . until he philanthropically offers half its real value, "To take it orf yer 'ands, guv!"

I know. It has happened to me half a dozen times.

All of which is leading to this week's road test, which for a change is of an old car, to soothe the few owners of vintage Bentleys and Lagondas who objected to my recent reference to the "brass and horsehair brigade."

Reputation

Now even in this rarified mechanical atmosphere there are good and bad years and a Lagonda 16-80 reported to be not as good as a 4½-litre, but better than a 3-litre Bentley. But whatever the year or type, the quality of manufacture is still evident in every one.

As one enthusiast told me: "There never was a bad Bentley or 'Lag.' Some are just a bit better than others."

To test my contention in the last "Motoring Notes" that a good 1955 family saloon could "see off" any of these old timers I borrowed a beautifully-preserved 16-80 Lagonda from Ted Cleghorn, competitions secretary of the Sporting Car Club of Norfolk.

Incidentally Ted also has in his stable a TR2-engined Plus-Four Morgan and a Dellow. How nice to find a competitions secretary who is an enthusiast *away* from the bar!

Gentlemanly

Although a sports car, the 16-80 is one of the most gentlemanly cars on the road. It has a sweet clutch, a pleasant gear box, and "tram-line" steering.

And the driving position shows that in those days (1933), designers considered that careful measurements and the right rake of the wheel were more important than centre arm-rests and chromium aeroplanes on the fascia.

In terms of fuel consumption the 16-80 was admittedly designed for a more charitable age, but, nevertheless, five gallons sufficed for a 100-mile test run.

To sit behind six feet of bonnet, terminating in a magnificent radiator, which looks as if it is supposed to cool the water, rather than be a miniature replica of the Mersey Tunnel entrance, is a strange experience—as is the deep, burbling exhaust note. "Like a spaniel drinking soup," a friend claims.

Accessible

But that long bonnet opens to make every part of the six-cylinder unit accessible. Adjustments to the twin S.U. carburetters can be carried out without the present need to dive vertically into a sort of manhole cover.

Performance figures are not remarkable. A Ford Anglia could equal any of them and better most, but remember that the 16-80's 3-litre engine has a lot of weight to pull.

At Snetterton, I managed a lap at 51 m.p.h. (best lap in 24-hour test on 1½-litre Morris Oxford Series II was 59.8 m.p.h.) and while the speed was not exciting, the superb steering was a joy.

There was no need to "pull" the car round a bend. And the massive brakes pulled up the heavy car from 70 m.p.h. with enough to spare to lock the wheels if needed.

Comfort

Interior comfort comes, as I have said, from the well-chosen layout, for there is not a great deal of room across the car, although, compared with modern sports cars, there is plenty of room for heads and feet, especially in the back.

The facia consists of separate dials for speed, revs, fuel, oil pressure, amps and engine temperature, and starting is assisted by a Ki-gass pump, which seemed most effective.

On this particular 16-80, a new hood and set of sidescreens gave good weather protection. But, of course, the brass-and-horsehair brigade don't bother about things like that!

(The next test in this series will be the Mercedes-Benz Type 180.)

*Reprinted from the
Eastern Evening News January 1955*

LAGONDA BOOKS from The Secretary:

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by Davey and May

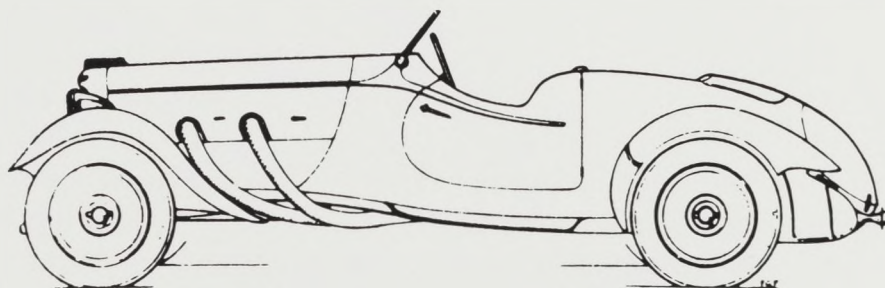
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3 LITRE LAGONDA

SALESMAN'S GUIDE OCTOBER 1955

Technical Specification

ENGINE

Cylinders	...	6
Bore	...	83 mm. (3.268")
Stroke	...	90 mm. (3.540")
Cubic Capacity	...	2,922 cc.
Valves: Inclined overhead. Twin o.h. camshafts.		
Compression Ratio	...	8·20 : 1
Piston Area	...	50·325 sq. in.
Piston Speed	...	2,953 ft./min. at 5,000 r.p.m
R.A.C. Rating	...	26·6
Maximum b.h.p.	...	140 at 5,000 r.p.m.

Cast-iron cylinder block and highest grade centrifugally cast-iron wet detachable liners provide maximum cooling with substantial weight saving. "Through bore" crankcase with annular split light alloy main bearing housings give perfect crankshaft support and crankcase rigidity.

ENGINE TIMING DATA

Valve Timing:

With engine cold and valve tappets set at the standard fixed clearances. Tappet clearance cold, inlet and exhaust 0·012 in. to 0·014 in. (0·305 mm. to 0·355 mm.).

Then:

Inlet valve is open 0·082 in. (2·083 mm.) to 0·087 in. (2·21 mm.) at 10° after T.D.C. and exhaust valve is open 0·082 in. (2·083 mm.) to 0·087 in. (2·21 mm.) at 10° before T.D.C.

NOTE.—The cams operate thimble tappets directly over the end of the valve stems and no provision is made for tappet adjustment.

IGNITION TIMING

As the advance mechanism is entirely automatic, the setting is at full retard. Set to fire at 10° before T.D.C. (distributor points just opening). Final setting by manual control of vernier adjustment on distributor which is originally positioned in centre of scale. Firing order: 1,5,3,6,2,4. (No. 1 is the front cylinder.)

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Sparking Plugs 10 mm. Type K.L.G. P. TEN. L.80. Sparking Plug Gap 0.022" (0.6 mm.). Valves inclined at 30°. Fully machined hemispherical combustion domes. Valves of generous size and efficiently cooled, guides being in direct contact with the coolant.

VALVE OPERATION

Twin overhead camshafts with direct attack valve actuation, eliminating tappet adjustment. Cams contact large-area thimble tappets directly over end of valve stems, ensuring minimum wear. Camshafts driven by duplex chains with automatic hydraulic tensioners to prolong chain life.

LUBRICATION SYSTEM

Full pressure system to all crankshaft, connecting rod and camshaft bearings. Large capacity, positive filtration system incorporated.

CONNECTING RODS

Steel beam section, with integral bolts, ensuring maximum stiffness with minimum reciprocating weight.

PISTONS

Special die-cast aluminium alloy. Two compression, (chromium top ring), two scraper rings. Large diameter gudgeon pins, located by circlips.

COOLING SYSTEM

Thermostatic control. Closed circuit layout incorporates centrifugal water pump and large capacity tubular radiator with ample integral header tank.

IGNITION

High efficiency coil and distributor, with automatic advance and retard. Distributor also has "micrometer" adjustment.

CARBURATION

Large twin variable jet S.U. carburetters, (Type HV. 6). Choke manually controlled from the dash for easy starting.

FUEL SYSTEM

Tank 19 Imperial Gallons (86-37 litres). Electric fuel pump. Inbuilt reserve, electrically operated.

CLUTCH

Large friction area single plate design, fully balanced.

GEARBOX

Of David Brown manufacture, unit construction with engine. Light alloy casing incorporates four forward speeds and reverse. Baulk ring synchromesh on 2nd, 3rd and top.

GEAR RATIOS

4·56:1

6·06:1

9·02:1

13·30:1

Reverse 13·30:1

TRANSMISSION

Specially balanced open propeller shaft with hypoid bevel drive.

STEERING

17" diameter spring spoked steering wheel. Rack and pinion mechanism gives light delicate control.

BRAKES

Smooth powerful Lockheed Phase II hydraulic vacuum servo assisted braking ensures perfect control even at maximum speed.

FRAME AND SUSPENSION

The unique true cruciform frame has four wheel independent suspension—coil springs and transverse anti-roll bar at the front, and heavy duty torsion bars at the rear. Double-acting hydraulic shock absorbers all round. These features account for the exceptional riding qualities of the Lagonda.

WHEELS AND TYRES

Easily cleaned disc wheels with 6·00 × 16" tyres.

Pressures: Front, 25 lb./sq. in. (1·76 kg./sq. cm.)

Rear, 30 lb./sq. in. (2·11 kg./sq. cm.)

ELECTRICAL EQUIPMENT

Twin Lucas Batteries 63 amp-hour, 12-volt positive earth system, with automatic voltage control. Large inbuilt head lights; separate parking lamps and twin fog lamps. Interior light; one reversing and two combined Stop/Tail lights.

DIMENSIONS

Wheelbase	9' 5½"	(288·3 cms.)
Track, front	4' 8⅜"	(143·2 cms.)
Track, rear	4' 8¾"	(144·1 cms.)
Overall length, including bumpers and over-riders	16' 4"	(497·8 cms.)
Overall width	5' 9½"	(176·5 cms.)
Overall height	5' 2"	(157·5 cms.)
Ground clearance	7"	(17·8 cms.)
Turning circle	38' 0"	(1158·2 cms.)
Dry weight	31 ¾ cwts. (2 Door) 33 cwts. (4 Door)	

CAPACITIES

Fuel tank (total)	19 gals.	(86·37 litres)
Reserve	3½ gals.	15·91 litres)
Engine Sump	15 pints	(8·52 litres)
Cooling system	3 gals.	(13·63 litres)
Gearbox	2¼ pints	(1·28 litres)
Rear Axle	2 pints	(1·13 litres)
Anti-Freeze Solution	6 pints	(3·41 litres)

STEERING GEOMETRY DATA

Camber Angle	...	...	...	...	...	...	1 ½ °
Castor Angle	...	...	...	...	...	...	2 ½ °
King-pin Inclination	...	...	...	...	...	...	5 ½ °
Toe-in	...	...	...	...	...	...	⅛" (3·175 mm.)

PERFORMANCE DATA

Maximum b.h.p.	...	...	...	...	...	...	140 at 5,000 r.p.m.
Maximum b.m.e.p.	...	...	...	...	...	...	150 lb./sq. in. at 3,000 r.p.m.
B.h.p. per sq. in. piston area	...	...	...	...	...	...	2·78
Piston area, sq. in. per ton	...	...	...	...	...	...	31·8
Maximum torque	...	...	...	...	...	...	178 lb./ft. at 3,000 r.p.m.
Peak piston speed	...	...	...	...	...	...	2,953 ft./min. at 5,000 r.p.m.
Top gear m.p.h.	...	...	...	...	...	...	17·8 per 1,000 r.p.m.
Top gear m.p.h.	...	...	...	...	...	...	75 at 2,500 ft./min. piston speed
Litres/ton mile, dry	...	...	...	...	...	...	2 Door 3,098 4 Door 2,982
Brake lining area, sq. in. per ton	...	...	...	...	...	...	2 Door 123·2 4 Door 119
Fuel consumption	...	...	...	...	...	...	20/22 m.p.g.
Recommended maximum speeds in gears:							
Third	...	...	...	...	...	...	70 m.p.h. (112·5 k.p.h.)
Second	...	...	...	...	...	...	42 m.p.h. (67·5 k.p.h.)
First	...	...	...	...	...	...	25 m.p.h. (40·0 k.p.h.)

STANDARD EQUIPMENT

Radio (Radiomobile Model)
Rimbellishers
Twin fog lamps
Air conditioning equipment
Cigar lighter
Coolant temperature gauge
Sockets for lead lamp
Twin petrol fillers
Polished walnut facia
Ventilation windows
Thick pile carpets (sound-absorbing underlay)
Trico screen washers
Drophead Coupé only:—

Individually tailored hood ensures complete weather proofing.
Hood cover is standard.

FINISHES

A wide range of standard finishes are available.

RETAIL PRICES (United Kingdom)

4 Door Saloon	£2,600	0	0
Purchase Tax	£1,084	9	2
Total	£3,684	9	2

Drophead Coupé	£2,700	0	0
Purchase Tax	£1,126	2	6
	£3,826	2	6

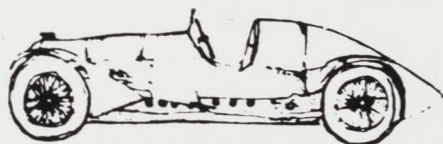
EXTRAS

Sliding Roof	£65	0	0
Purchase Tax	£27	1	8
Wing Mirrors (per pair)	£4	5	0
Purchase Tax	£1	15	5

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.



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

Letters

Dear Ken

I enclose a copy of a photo (sadly unreproducible, Ed) of WG 19 in 16/80 guise during the period 1953-57, which has kindly been provided by a former owner. This car was written off by Doc. Young's younger son against the parapet of a bridge in about 1968. I am now rebuilding the remains of the body onto the 3½ litre chassis I bought from Doc. but unfortunately the front wings, which Arnold Davey thinks are rather special, have not survived. The ones I have are basically similar to those on Ron Gee's car. I also enclose a copy of a newspaper article (see page 24) provided by the self-same former owner which may be of interest to readers of the magazine. Having lost my much loved Springer Spaniel just before Christmas last year, I was rather amused by the soup lapping bit!

The Clipping comes from the Eastern Evening News No 22,435, Price Twopence, probably early January 1955.

Good luck with your 2 litre project. So far this year I have spent £***** (censored, Ed) on parts for the 3½ alone and more are missing. I understand that the clutch is similar on the 2, 3 and 3½ litres. John Ryder is being very helpful and has made engineering drawings of various parts and will hopefully manufacture in due course. I do not yet have estimates of the costs!

Yours sincerely

ROBIN MICHELMORE

Dear Ken

Your wish has been granted! Your mention in the latest mag that you would like a photo of the 1934 16/80 shown in the Campion series—Well

I restored the car some years ago and was contacted by the BBC when they were thinking of purchasing it for the series (some months after I had sold it). I prepared a report on the work that had been undertaken and, on that basis, they bought it and it seems to have stood up to the filming very well.

The BBC invite me at regular intervals

to sort out 'specialist' problems, when I travel to 'Action Cars' at Harrow, where the car (AYL 413) is stored between filming. The most trying problems being the catches on the boot, the solenoid dipping and releasing the brakes when the silencer had been forced up onto the brake cables!

It is good to see that the car is well cared for, but you would be surprised at the thick grease on the chromium (to stop the glare and reflection).

Well after seeing excellent photos on Radio Times, Telegraph supplement etc., I tried to get a copy, but came up against the BBC copyright problem, until I contacted one of the production team then—hey presto—an excellent colour slide appeared. With the slide instructions were to the effect "please use it for your pleasure and your friends", so I think it would be O.K. to reproduce it, with acknowledgements to the BBC.

So, at the moment I am in the last third of another 16/80 rebuild—a car that has come back from the States in pretty awful condition. I'll keep this one (how many times do we say this?)

Regards

BRIAN RICKETTS

P.S.

By the way—the gearbox was tricky, but very fast going up—Dick Sage found it almost impossible! He'll have to instruct me how to use the E.N.V. box.

Dear Sir

I recently came across my 'Salesman's Guide' for the 3 litre Lagonda. These booklets were issued to all senior members of the Drawing Office who were on duty for two or three days at the Motor Show at Olympia. We were supposed to answer any technical questions.

I thought that it might be of interest to members or be included in the Club's memorabilia.

Yours faithfully

C. COLEMAN

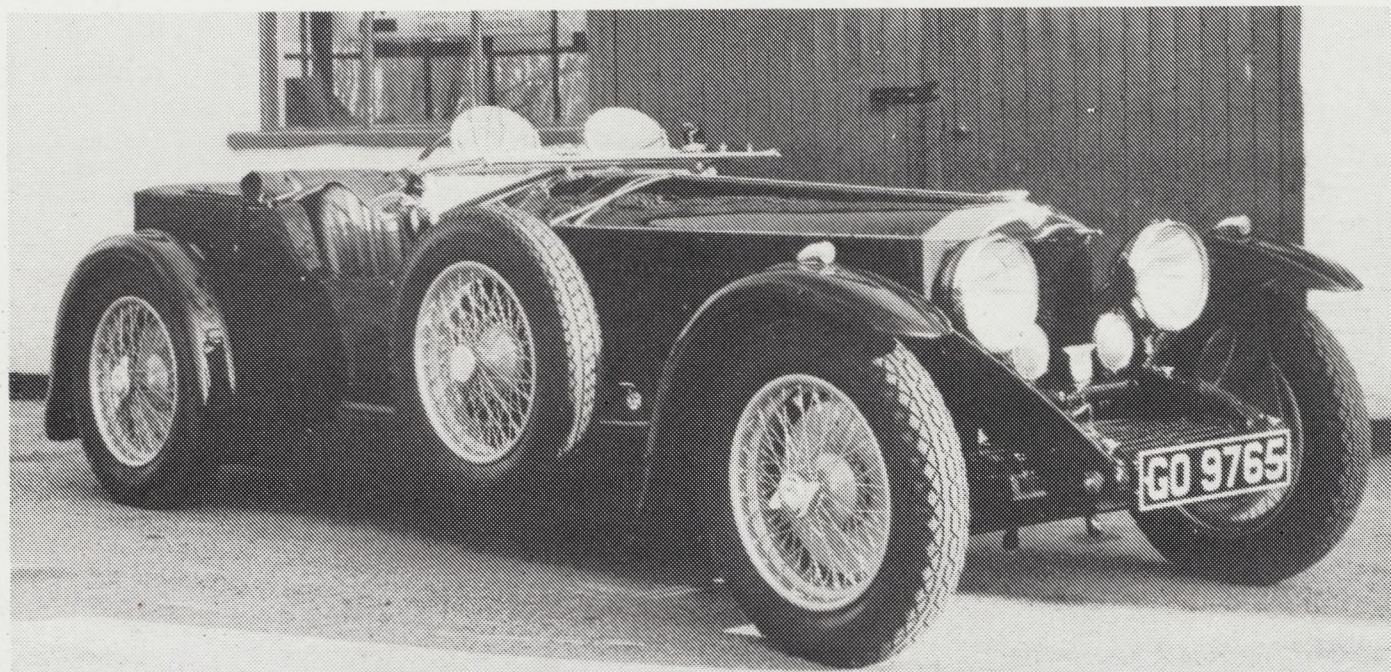
Thank you Mr. Coleman! The booklet gives a full technical description of the cars and is reproduced on pages 26 to 30. The original has been passed to Arnold Davey to keep with the Club archives. Ed.



Peter Whenman

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