



THE MAGAZINE OF THE  
LAGONDA CLUB

Number 142

Autumn 1989



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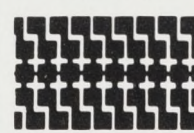
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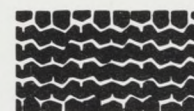
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## MAGAZINE

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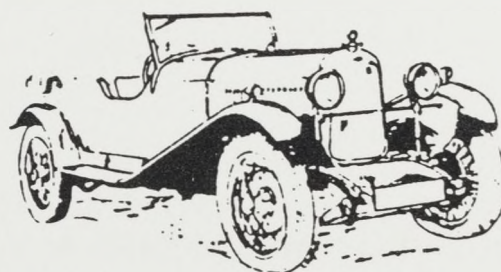
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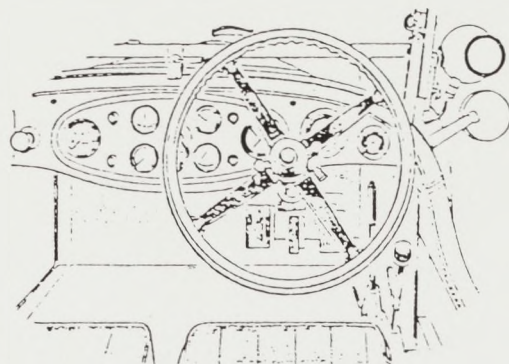
## FRONT COVER

*Steve Lawrence in his 1913 Lagonda 11.1  
hp. competing in the Hants and Dorset  
Treasure Hunt.*



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# From the Driving Seat



NOW THEN, pay attention, because there is a test at the end of this. A little time ago, your Chairman suggested to me that we should ask all of the membership if any would be interested in buying a Club tie made of silk, instead of the polyester currently used. A silk tie would look more attractive, would allow for a tidier knot and should last longer too. The only snag would be the price. To make such a venture viable, we would need to order at least 100 and, even then, the cost is likely to be in the region of £15 to £20 each. The manufacturers would insist on payment in full for such an expensive order, so we could only proceed on the basis of firm orders paid in advance. This, in turn would mean that you would get one chance and one chance only to avail yourself of this offer. Before we investigate any further, would all those who would wish to buy a Club tie in silk, please let me know. Do NOT send money at this stage as the level of interest will, in part, determine the cost, the larger the order, the lower the individual price will be.

In the 'letters' section, you will have read the suggestion by Brian Cook that we produce what would amount to a mini workshop manual for pre-war Lagondas. (All research shows that the Editorial is always one of the last bits of any magazine to be read). Such a suggestion goes far further than the suggestion at the Annual General Meeting that we reprint the technical articles which have appeared in 'The Lagonda' in the past and would involve the preparation of large amounts of 'new' material. I am sure that most of our members would think that this is a Good Idea, but what do the more technically able members think? Would

YOU be prepared to write such an article? I am all too aware that the ability to DO a job does not imply the ability to WRITE about it, so could you offer technical advice to others so that they could write about it? We won't even talk about cost at this stage, if the idea proved too expensive we could use new technical articles in the magazine, so your creative masterpiece would not be lost to posterity.

There you have it, two new ideas, both requiring a response to your Editor please, not to other Committee members. Now I'll sit back and wait for a flood of letters . . .

And now, as they say, for something completely different. The Official Club Magazine collection is growing slowly but surely and I am grateful to all those who have so generously contributed to it. There are, however many gaps in the collection and it would be wonderful if we could fill a few more of them. If any of you have duplicate copies in your collections, which you would be prepared to offer the Club archives then I would like to hear from you. I have listed on page 13 the back numbers we still have for sale, I would be happy to exchange copies from this list for missing numbers for the Club collection, any takers?

The magazines now held in the Club collection are: 1,2,6, plus several in the 30's, promised by Roger Firth, 42, 58, 59, 67, 70, 77, 93, 95, 99, 100, 104-107, 110, 113, 115, 118-120, 122-126 and 128 to date. Would the kind gentleman from Scotland who recently offered some early copies, please write to me again as I seem to have mislaid his letter and fear that my reply to him may never have arrived.

K.P.P.



## Our American Representative

WE WELCOME, our new American Representative, Chris Salyer, who was elected to the post at this year's Annual General Meeting. He was one of the many American members who visited England for the meeting and who, we hope, shamed our resident members who claim that the venue was too far from home to attend!

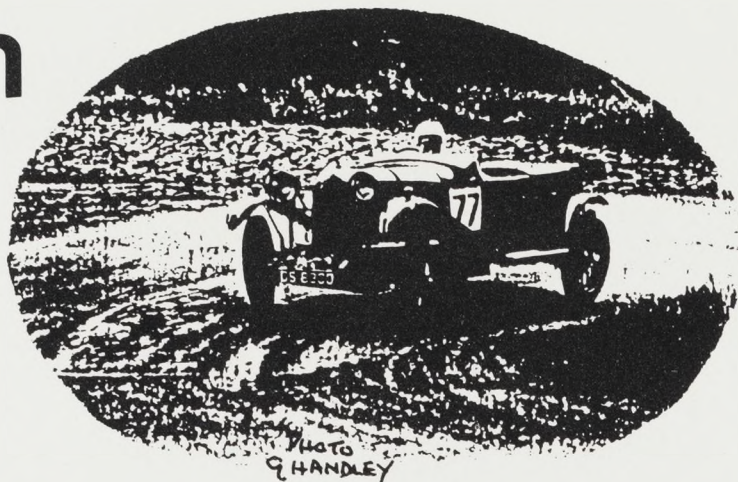
Chris lives in Oklahoma City, where he is involved in a number of businesses, including one which is the sponsor of the Kruse Collector Car Auction, held in February each year.

His interests include Lagondas (of

course), Aston Martins — he is the Regional Representative of the Aston Martin Owners' Club — skiing, scuba diving, tennis and squash. His list of activities would shame most of us and really bring home the old adage that if you want a job done, then give it to a busy man!

Naturally, he owns a Lagonda, a 1937 LG45 tourer, with G10 box. I know that this is not the only 'proper' car in his stable, but he has been too modest to list any more. Chris is married to Meg and I am sure that our American members will get to know the pair of them well in times to come.

# Competition Round-up No. 1



THIS, THE first of regular reports on the competition activities of Lagonda Club members, covers, in outline, most of this summer's events—some first hand, some ex-VSCC official results.

I hope that it will form a fairly complete history of Lagonda participation, and apart from the immediate interest to those concerned and encouragement to those who have not yet taken the plunge, it will be of considerable benefit to future Lagonda historians, and a means of authenticating claims of a particular car's "racing history".

The Editor and I will always be short of suitable photos to illustrate the report, so if YOU have taken part—or just spectated—and have a few Lagonda snapshots please give me a ring (0929-462229) and I will take care of the rest including guarantee of return of photos.

## April 15 VSCC Silverstone

A cool but fine day for the opening racing event of the calendar and a good turn-out of Lagondas (seven plus Derek Green who, forsaking the pur sang, entered his 'S' Invicta). For the first time the VSCC had introduced handicap awards in all the scratch races giving everybody a chance of winning something. A chicane had also appeared at the end of the straight before Woodcote.

### Entrants

James Crocker	Rapier AC	AHN 730
Len Thompson	Rapier	
B. Fidler	Rapier	
John & Nick Morley	LG45 Special	CRM 518
Colin Bugler	LG45 TT Replica	AYS 620
R. Dutton-Forshaw	LG45 LM Replica	CXT 820
Peter Whenman	M45 R Replica	BKA 240
Derek Green	Invicta S	GX 1904

The Fox & Nicholl Trophy Race, introduced in 1973, was a foregone Lagonda conclusion in the early days! (Iain Macdonald 1973 FPK 7; Nigel Hall 1974 DNA 709). Sadly only Dutton-Forshaw represented the marque this time and the winner was Pilkington's Lago-Talbot. Perhaps 10 lap events are deemed too demanding on tyre-wear these days? How about it, LGs and M45s?

In event 5, a mixed-bag scratch 5-lapper, Peter Whenman managed 4th behind Chris Mann's Triumph Southern Cross, the winner being the incredible little Monthery Midget of Barry Foster, Event 7, a five lap handicap, promised to be an interesting marque needle match with all the big Lagondas and the Invicta entered. Rileys were the eventual winners but Colin Bugler, his TT Replica going well after its lengthy engine rebuild, made up a large portion of his handicap (25 secs) to pass Derek Green (20 secs) into

3rd place on lap 3, but lost it to the scratch Riley Falcon on the last lap to take 4th place. But Colin was not to give up trying; in event 9, another 5 lap handicap, he came through, this time from a 45 sec handicap to vanquish some hot Austins, an Alvis and the blown Star on the last lap. Well done, Colin!

#### June 3rd VSCC Colerne Sprint (One kilometre straight)

A lovely summer's day in the Wiltshire countryside, picnic hampers everywhere, and a totally carefree atmosphere of masterly non-organisation. Occasional whiffs of Castrol R to add to the flavour. Sideshows in the form of deadly serious-looking types on two-wheeled machines, man-powered and otherwise, the latter including an incredibly rapid ex dirt-track Douglas.

Four Lagondas were entered but two non-started, Peter Whenman's M45R having developed difficulties a week before. Thus I was left to myself in the 2-litre HC Team repl. (DS 6900), and James Crocker-Rapier AC (AHN 630). Cars ran in pairs down the runway and it didn't seem to matter too much about sticking to numerical sequence. Hence one could arrange to run against a similarly powered vehicle if such were available. James, on one of his runs, was unable to make a suitable liaison for the Rapier and was soundly out-dragged by a veteran (car, not driver!). On my first run I became absorbed in the matter of trying to match my acceleration to that of my co-runner, a 4½ Bentley, so that when he began to pull away with a vengeance at half-distance, I glanced at the rev counter—4000!! Fantastic! Moved gaze to speedo—65! What on earth . . . ? Agonising realisation—forgotten to change into top! Second run—paid more attention to detail and changed all the way—result 0.2 sec slower!

#### Results

Name	H'cap	1st run			2nd run		
		¼ ml	km	TS	¼ ml	km	TS
Dick Sage	47.5	25.61	47.8	68	25.79	47.98	68
James Crocker	40.5	20.77	39.65	76	20.75	39.82	77

The Editor competed in or on a two-wheeled machine of the man-powered variety—I'm not sure where he came.

#### June 24 VSCC Silverstone

I was unable to get to this meeting as Pat had broken her arm the day before—there are limits! I therefore report secondhand.

It was a bumper turn-out for Lagondas, 14 in total including the 7 Rapiers (one of which was a CRACKER!)

#### Entrants

Martin Bugler	2L LC	PL 7593
Colin Bugler	LG45 TT Rep	AYS 620
Alastair Barker	V12 LM Rep	GPK 699
R. Dutton-Forshaw	LG45 LM Rep	CXT 820
John & Nick Morley	LG45 Special	CRM 518
Peter Whenman	M45 R Rep	BKA 240
Martin Ingham	LG45 Special	DPK 164
P. Fletcher-Jones	Rapier 1098	
Len Thompson	Rapier 1500	
B. Fidler	Rapier 1456	
C. Coolidge	Rapier 1067 (S)	

James CRACKER  
Tim Wakeley  
G. Williams

Rapier AC  
Rapier 1232  
Rapier 1098

AHN 730

In Race 1, a 5 lap scratch, Alastair Barker tried hard but was up against formidable Maserati and Alfa opposition; he managed 12th from 24 at 69.38 (winner Mayman, Maserati 77.10). Similarly, Martin Bugler was outclassed in the 2L in race 3 but his lap at 58.38 was better than the Itala! Fletcher-Jones' Rapier came a creditable second to Pattinson's Talbot-Lago in Race 5 and Alastair improved his performance in Race 7, coming 8th with a best lap at 70.31. The five-lap handicap Race 10 was worth waiting for: Colin Bugler took 1st place at 64.96 with Peter Whenman 3rd (best 68.10) and Nick Morley 4th (best 67.40). Congratulations to all three.

#### July 2 Hants & Dorset Treasure Hunt (formerly the New Forest Rally)

We are indebted to Alan and Pat Elliott for putting in so much careful thought and preparation both in the planning of the route and in entertaining everybody at the finish in their own garden. There was a good entry of ten cars:

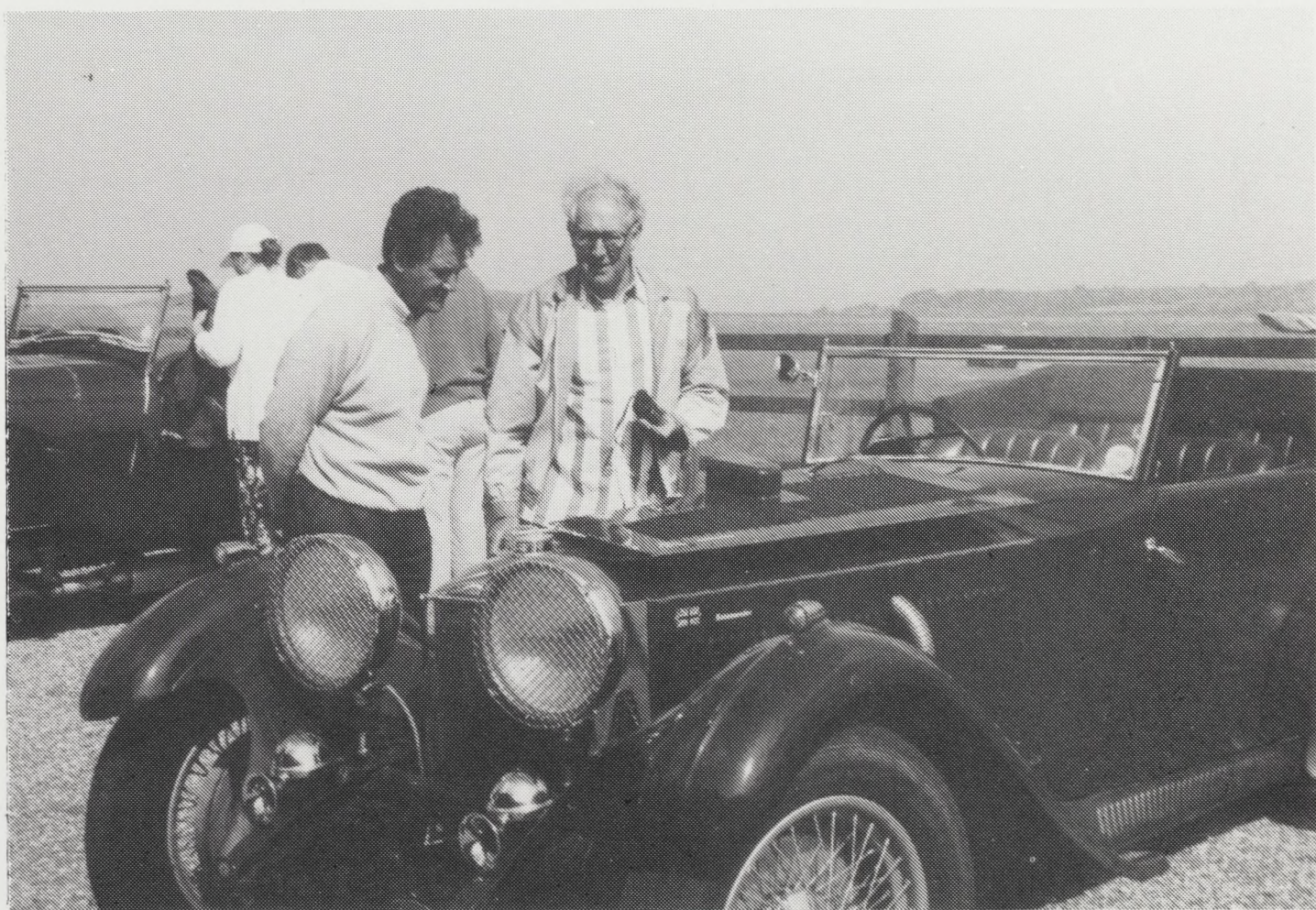
Steve Lawrence	1913	11.1 hp 2 seater	BK 2371
Peter Jones	1928	2L HC	YW 9207
Dick Sage	1928/29	2L HC Team Rep	DS 6900
Jeff Ody	1931	2L LC (S)	GT 910
Martin Holloway	1931	3L	MV 4034
Joe Harding	1934	M45	FS 8252
Witt Wittridge	1934	M45	AXO 773
Michael Valentine	1931	Invicta 'S'	VRA 770
Phil Erhardt	1939	V12 LM Team	HPL 448
Peter Dobson	1950	DB 2.6 DHC	LLB 74

The route start point was at Compton Abbas airfield near Shaftesbury, and wound its way across the most beautiful parts of darkest Dorset, over Bulbarrow Hill through Milton Abbas, Hazlebury Bryan, Holwell to Milborne Port near Sherborne—Alan's country seat. Arrangements had been made with the next-door neighbour to accommodate a large number of Lagondas in his spacious drive. Picnic lunches were enjoyed on the Elliott's lawn to the accompaniment of shrill whistles and clickety-clack, echoing back, from Alan's splendid 'O' gauge garden railway and the Bassett-Lowke locomotive. My abiding memory of this event concerns the 1913 11.1 and its 'press-on' driver, Steve, whom we came across near Okeford Fitzpaine and unthinkingly overtook. The challenge was instantly accepted and with quite astonishing agility the little car roared up the hill on our tail, its driver wearing a fiendish grin as he drew almost level. Then we began to descend the other side; the grin turned to a look of resolute concentration signalling commencement of the deceleration phase, quite how some 7000 ft lbs of kinetic energy was dissipated by a mere 60 sq ins of metal-to-metal brake surface (rear only) I can't imagine, but it was!—my treasured original Le Mans fuel tank is still intact! Maybe the firm grip on the wheel, clenching of teeth, and raising the buttocks a clear 6 inches off the seat, the better to achieve maximum pedal stamp had something to do with it! But seriously, Steve and Anne deserve a very big hand for their efforts in using that splendid little motor car for a Club Driving event!

All arrived in due course, safely at the Elliott's. The Chairman was slightly delayed; we heard that due to the superior performance of his newly acquired blown car, he found that he had enough time to retrace the route to dot an 'i' here and there; we all acknowledged his penchant for perfection! Anyway it paid off—he won! First time he's won anything apparently!



*The winner! Jeff Ody on the Hants and Dorset Treasure Hunt.*



*Jeff Ody admires Michael Valentine's S type Invicta.*

Congratulations Jeff and Gill!

Now he will have the pleasure of organising it next year.

#### Results

1. Jeff Ody
2. Peter Jones (First in High Chassis Class)
3. Joe Harding (First in Std M 45 Class)
4. Michael Valentine (First in Invicta Class)
5. { Dick Sage (First in 2L HC Team Car Class)  
Phil Erhardt (First in V-12 Team Car Class)  
Martin Holloway (First in 3L Class)
8. Peter Dobson (First in DB Class)
9. Steve Lawrence (Special Bravery Award and First in Veteran Class)
10. Witt Wittridge (First in M45 Moustached Drivers Class)

Our sincere thanks to the Elliott's for a super event!

#### July 8/9 VSCC Oulton Park

A traditionally high Lagonda entry for the Richard Seaman Memorial Trophies Meeting—8 cars, three of them Rapiers.

#### Entrants

Alastair Barker	V12 LM Rep
R. Dutton Forshaw	LG45 Rep
Martin Ingham	LG45 Special
Nigel Hall	LG45 Special (DNA 709)
Nick Morley	LG45 Special
James Crocker	Rapier AC
B. Fidler	Rapier 1456
L. Thompson	Rapier 1500

Alastair Barker took 3rd place to Taylor's Aston in race 1 (4 laps scratch). In the 4 lap handicap, Race 4, Thompson's Rapier came first at 62.7 with Nigel Hall in fifth place at 56.7; Martin Ingham and Alastair Barker were further down the field. Nick Morley saw off a mixed bag in Race 6—another 4 lap handicap—to win at 61.63. Race 8 saw another Lagonda win, this time Nigel Hall at 62.85 to beat the handicappers. The handicap in Race 10 favoured Rileys, but Thompson managed 3rd in his Rapier

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with Dutton-Forshaw fifth. Race 12, another handicap, saw Martin Ingham arrive in 4th place with Dutton-Forshaw in mid-field. Thompson clinched his second win in Race 14, a scratch race, at 71.40 with Ingham tail-ending this time.

Congratulations to Messrs Thompson, Morley and Hall on their victories.

### July 15th Northern Gymkhana

#### Results

1st	A. Hill M45 Tourer	75.8
2nd	D. Hill Rapier	76.0
3rd Equal	K. Dobson 2 litre Tourer	78.5
	I. North 2 litre Tourer	
5th	D. Hine M45 Saloon	79.0
6th	R. Firth 4½ Special	80.5

#### Modern Class:

P Clayton Ferrari	78.0
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### August 5/6 VSCC Prescott Hill Climb

Prescott, probably the most popular event in the VSCC calendar, took place in glorious weather; car parks were full to capacity with beautiful vintage machinery, many Lagondas among them. A pair of very nice 3/3½ L standing together particularly caught the eye. Eleven Lagonda club entries were accepted including one Crossley and one Amilcar.

#### Entrants

Class 1	—	Jeff Ody	Amilcar CGS	1925	OJ 3107
Class 2	—	Peter Whenman	Rapier Special	1937	
Class 3	—	Dick Sage	2L HC Team Rep	1928/29	DS 6900
		Roger Seabrook	2L LC	1929	HE 4573
		Stephen Weld	2L Crossley Sports	1930	GO 5249
		Alan Elliott	2L LC	1930	GP 895
		Martin Bugler	2L LC	1930	PL 7593
		Dennis Keen	Rapier (S)	1934	BPK 233
Class 4	—	Paul Tebbett	M45 Special	1935	BSV 321
		John Harris	LG45 Special	1936	LBT 74
		Neil Jones	LG45 TT Rep	1937	AYS 620

Practice went well for all the Lagonda entry. Equipe Bugler—Team Manager Colin, 2L driver Martin, LG45 driver Neil (son-in-law)—were having serious tactical discussions on how to straighten out the bends! Martin is often to be seen in Dorset driving a Lynx (Westland not Riley). I have seen the spectacular things he does with that machine at Portland and would not therefore have been very surprised if the old man's 2L had cleared many of the difficult features at six feet! Brother-in-law Neil drives a somewhat hairier Harrier for a living, I believe, and was consequently given charge of the hairier LG 45 to do likewise! Dawned the Sunday in brilliant sunshine and the camp site awoke to the usual agreeable noises and smells. Last minute adjustments were made and at 11 o'clock paddock assembly commenced. For a change umbrellas fulfilled the parasol function and sun hats sold out early.

The Chairman opened our Club's offering in his little ANIMALCAR as my small granddaughter christened it! The morning runs all went well, Peter Whenman's Rapier being well up in Class 2 and Martin living-up to expectations with fastest 2L time, Alan close



*"Hants and Dorset" Phill Erhardt's V12 team car (the real thing!)*



*Peter Dobson's DB2.6.*

behind. Stephen sailed up-somewhat less majestically than usual to break 70 (secs not mph) for the first time in the Crossley, and Dennis Keen beat 60 in the ex-Kerridge Rapier. In Class 4 Paul Tebbett in the ex-Ron Paterson 4½ was slightly behind John Harris in the ex-Henry Coates LG45, who was in turn beaten by Neil Jones in the Equipe Bugler car. For most of us—as can be seen from the results below—the morning times were repeated fairly closely on the second run. There were, however, some notable exceptions. The Chairman entered Pardon with a resounding explosion and was next seen returning down the hill, still at the wheel, but going backwards on the back of a lorry! A tyre had rolled off the rim. Martin and Adrian managed to improve their times further, and Martin clinched the Prescott 2L Award.

Results		H'cap	1st run	2nd run
Jeff Ody	Animalcar	67.5	66.52	DNCC
Peter Whenman	Rapier Special	56.5	56.61	57.96
Dick Sage	2L HC Team	66.5	65.80	65.50
Roger Seabrook	2L LC	69.5	68.28	68.22
Stephen Weld	Crossley	69.0	68.53	67.32
Alan Elliott	2L LC	66.5	64.04	64.58
Martin Bugler	2L LC	63.0	63.38	62.49
Dennis Keen	Rapier (S)	60.5	59.17	60.43
Paul Tebbett	M45 Special	59.0	56.74	56.54
John Harris	LG45 Special	55.0	55.08	55.32
Neil Jones	LG45 TT	56.0	54.78	54.04

A very creditable set of results for the Club—well done all!

#### Future events:

27 August	VSCC Cadwell
23 September	VSCC Donington
30 September	BDC Silverstone
30 September	VSCC Isle of Man pursuit sprint
8 October	VSCC Weston-super-Mare Sprint

All these will be reported in the next issue—I have entered the 2L for the Isle of Man and Weston events to ensure first hand reporting!

DICK SAGE

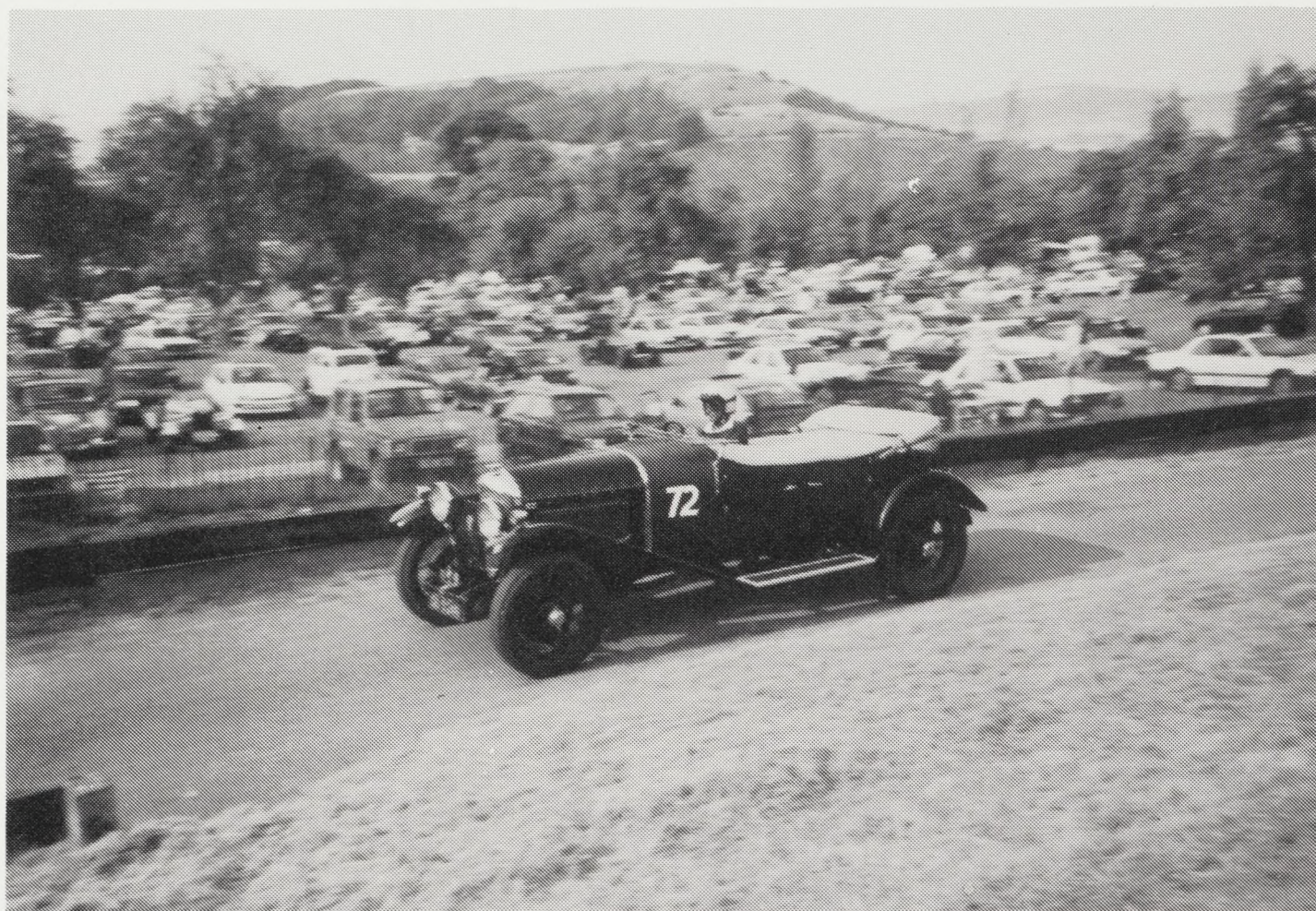
## Back Numbers Available From The Editor

BACK NUMBERS, at £2 each, are available as follows: 107, 113, 115, 118, 119, 120, 122-126, 128, 129 and 130 to the current issue.

Some of these issues are available in very small numbers, so will be offered on a 'first come, first served' basis. Please make your

cheques payable to 'The Lagonda Club' and not to the Editor.

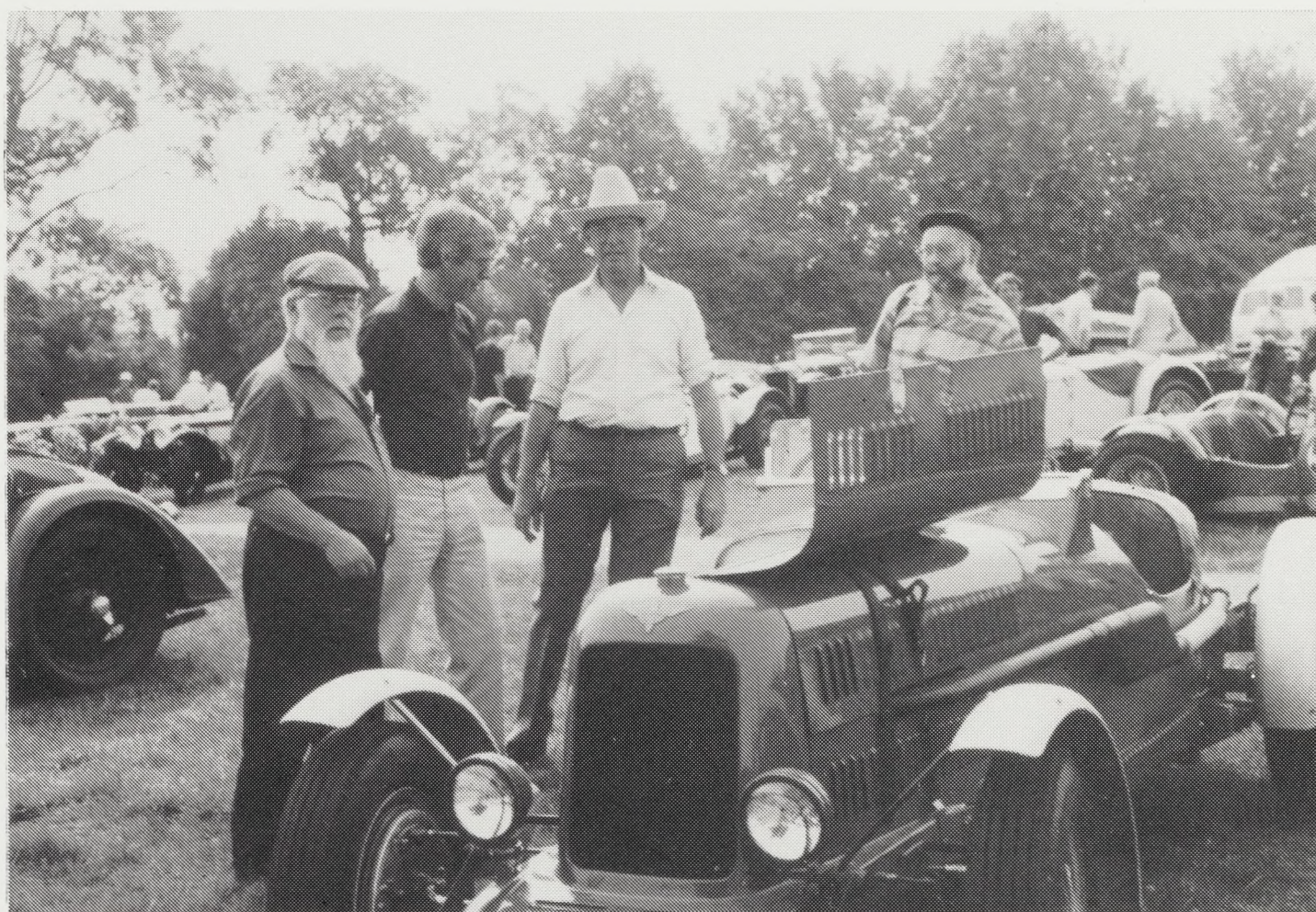
The Club always welcomes offers of unwanted back numbers, either for the Club collection, which the Editor holds in trust, or for sale to other members. Please contact the Editor if you can help.



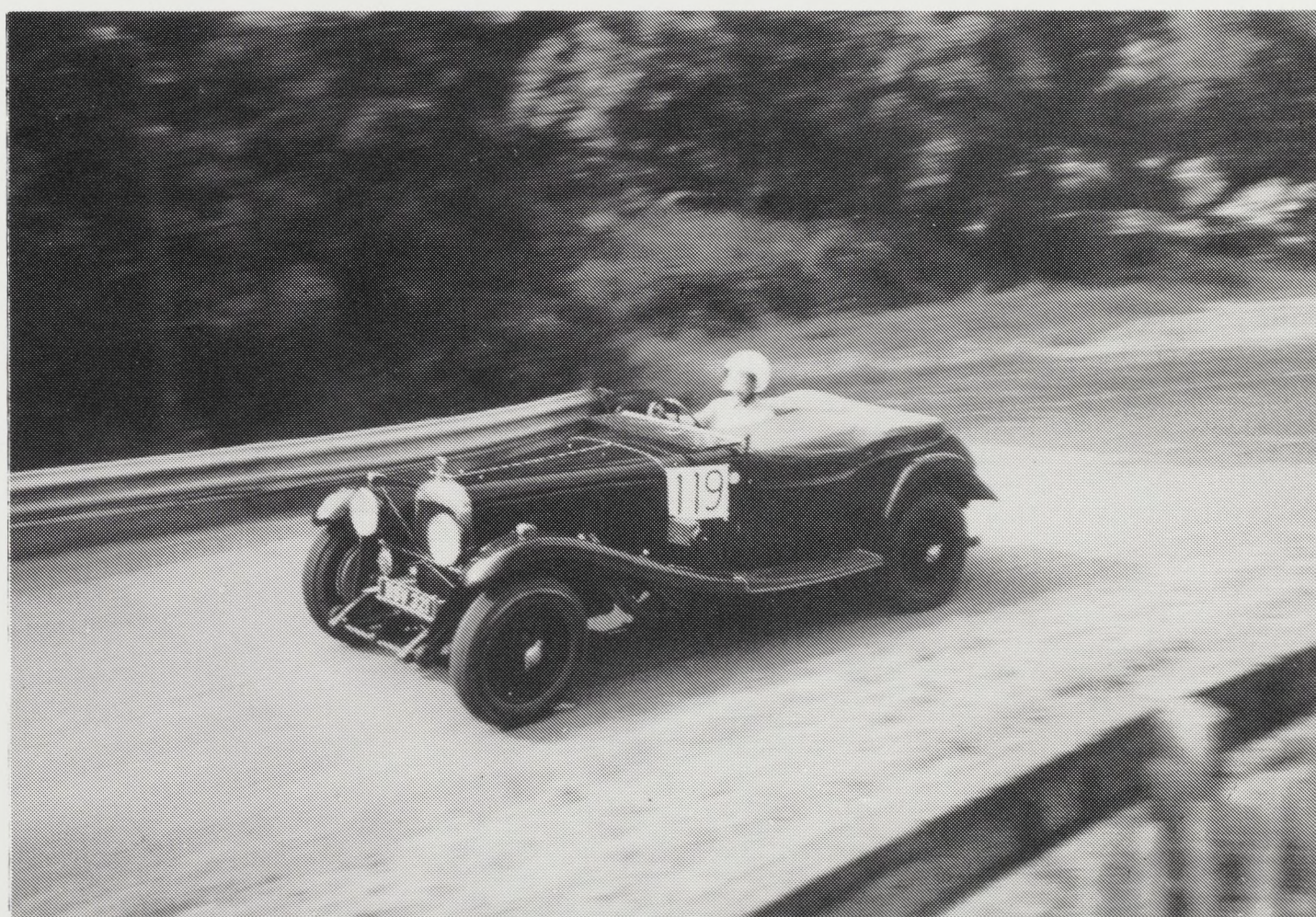
*Prescott Hill Climb, Stephen Weld's 2L Crossley Sports.*



*Martin Bugler setting fastest 2 litre time of the day.*



*Jenks examines the Rapier entered and driven by Peter Whenman.*



*Paul Tebbett in the ex Paterson and Coates M45 Special.*



# Jottings From The Chair

THE JOTTINGS this issue will be brief, as motoring has taken precedence over writing during the summer months, particularly as the weather has made Lagonda driving so irresistible. This has certainly been the best summer I can remember.

Dick Sage is now our Official Events Scribe, so he will be covering the competitive scene elsewhere in the magazine, but having started my modest competition career about 25 years ago in a 2 litre at Prescott, I have to congratulate Martin Bugler for getting the 2 litre time there this year down to 62.49. In my early days anything under 70 seconds was good in an unblown car, and this was Martin's first try at Prescott, although his father Colin Bugler has been taking the car to Prescott for as long as I have driven there.

The Chairfamily also attended Prescott this year, but in Another Make (Amilcar) in order to show the two Chairdaughters how manageable as well as enjoyable competing in vintage events can be. They seem to have got the message, and more light car events seem to be in order, with them in the driving seat. My insurers have even conceded that our (blown) 2 litre is practically a light car, and have accepted Kate (20) as an additional driver. We had no success with them on the 3 litre.

Phil Ridout was kind enough to lend me recently a set of early papers documenting the revival of Lagonda activity after the last war: newsletters, membership lists, meeting reports and so forth. Peter Densham was the centre of things, and his own style and the period features make for

fascinating reading. How about this for example (the first 2 litre Lagonda Rally, Sunday 20 April 1947):

## Programme:

- 10.30. Marshalls (Vince & R. Baker) arrive at Swan hotel Entrance to RAE.
- 11.45. Parking. Oldest on the right. Single rank.
- 12.30. Parking complete and assembled. Multitude all start talking at once.
- 13.00. Lunch. Picnic or withdrawal to local hotels according to individual requirements. It is regretted that no facilities exist at RAE for food or drink but there are several excellent hotels nearby.
- 14.30. Meeting in RAE Canteen.
- 15.30. Disperse.

## Passengers

Those requiring lifts should study the list and write direct to anyone offering seats. One unit per 20 miles would be a reasonable offer of petrol.

## Petrol

Those who only have to travel a short distance may like to contribute a coupon or two for the brave Northerners.

The petrol coupon references were associated with the very severe rationing of fuel, especially when pleasure use was involved.

Or this:

The following is an exact copy of a

letter received from the Manager of the NP Banks:— "Dear Mr Densham: I was surprised and not a little annoyed when the G.W. Rly. delivered here a large piece of engineering addressed to yourself c/o the bank, and I hasten to inform you that we have no facilities at the bank for the delivery of such machinery and neither I nor my staff have time for dealing with such things. I shall be glad therefore if you will kindly make arrangements with the Rly. Co. for its immediate removal. I cannot understand why this consignment has been forwarded to the bank and I will be much obliged if you will kindly see that this does not occur again. There is no indication on the piece of machinery as to where it has come from or its owner. Yours sincerely etc" My only comment is 'Thank God it was only a gearbox and not a complete chassis'.

His humour was legendary, and terse:

A member writes to tell me that he thinks his Lagonda must be fairly standard as it goes the same speed on all gears but makes a different noise doing it.

I had something of a blitz on the wheels front this summer, and in the course of having them rebuilt and repainted noticed a curiosity in their markings. The 3 litre set are all stamped on the inner hub with serial numbers approximately in a series, and look as if they have never been separated, whilst the 2 litre ones are much more of a mixture, some numbered and some not. But all the properly numbered ones, and thus those presumably more likely to be Lagonda originally, have four punch marks alongside the valve hole. Any ideas on why?

Incidentally, there was a period when for rim tapes we could only get fabric sticky binding material, but Mike Hurst at Longstone Garage can supply proper rubber ones again now. The fabric tape creases and cuts into the tube.

Alan Elliott's New Forest Rally was a great success. We won it. The bad news is: the winner has the job of organising the

event next year, but that's a long way off yet. Phil Erhardt impressed in the wonderful V12 Le Mans car which he had just acquired from John Rees, and Dick Sage provided the counterpoint with the 1928 2 litre replica. There was a very welcoming reception by Pat Elliott at their home in Milborne Port afterwards, where everyone seemed to get a prize. Joe Harding behaved himself under Dump's influence, and it was good to see Witt Wittridge out in AXO too. A notable entrant was Peter Dobson in his attractive white DB 2.6 drophead.

Between Prescott and the AGM, Gill and I took the 2 litre to France for a spontaneous week's holiday in Normandy. This is quite out of character for us, but we just booked the next available weekend ferry to Dieppe, which happened to be the day after Valerie May's Michelham Priory picnic, and picked a couple of nice looking hotels with closed garages around Honfleur from the Red Michelin. It is nice to be in France with other Lagondas, but even on our own we received a very friendly welcome from the very civilised Frenchman in the street, and the Honfleur/Deauville area would make a good location for a club holiday sometime next year.

Before setting off for France, during my checkover of GT, I noticed that in his previous ownership Phil Ridout had left the retaining nuts on the jackshaft couplings between the clutch and gearbox rather slack, and I tightened them up hard and pinned them there. After putting the car back together I phoned him and mentioned the point out of interest. He said he did not like them tight, and sure enough, when I tested the car it drove noticeably more roughly and with more difficult gear changes. So I then had the job of lifting out the seats and floor again to release the tension on the bolts and repinning them. But it was worth it for the difference: I shall in future just pull them up until they start to bite on the couplings, which presumably gives the shaft a more flexible way of working.

We had the AGM just before going to press: those who went will know how wet

## 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.*

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

**East Anglia:** *First Friday each month at The Royal Oak, Barrington, Nr Cambridge.*

**Bedfordshire:** *Second Wednesday each month at The Swan Inn, Astwood Village, Nr Bedford.*

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and awful the weather was again at Weston Manor this year. Those who didn't, did the sensible thing. Still we had 50 Lagondas present, and a very humid and cramped meeting in the squash court again at which we thanked retiring committee member Alan Elliott (past Treasurer); and welcomed new ones Clive Peerless (new Treasurer), Richard Sage (Wessex Area Rep and Events Scribe), and Martin Cobb (postwar Lagonda Rep).

We will try to arrange a better day next year I promise: Joan Seaton, who knows about the weather, says that the third Sunday in September is most reliable, so we might try that.

TTFN.



## LAGONDA BOOKS from The Secretary:

"Lagonda—A History of the Marque"

by Davey and May

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"Lagonda, An Illustrated History  
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by Geoffrey Seaton

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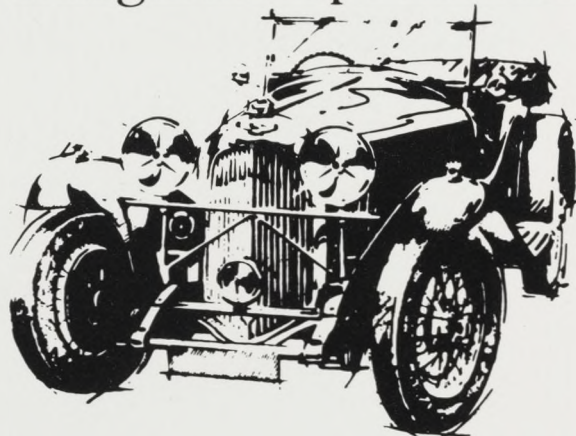


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# Motorama 1989

OLVESTON VILLAGE, near Bristol has a beautiful old church which, like so many other village churches, needs a great deal of very expensive restoration work. For the past three years, the fund raising committee have tried a very different approach to the problem, they organise a motor show. Not just an ordinary show, but one which attracts cars of all ages, from veteran and vintage, to 'historic and collectors cars', military vehicles, historic commercials, kit cars, specials, custom cars and historic motorcycles.

Add to this, stands displaying brand new vehicles, a cross-country course for off-road and four wheel drive vehicles, a display of ancient stationary engines, a wide range of stalls selling everything from home made jam to a stuffed badger and you have an entertaining day. Mix in a free fall parachute display, a massed ascent of hot air balloons and serve it all in glorious sunshine and you have instant success.

This year, over 300 cars of all description took part in the fun and there really was something for everybody. An unexpected fundraising success was discovered by a company demonstrating cranes and heavy lifting equipment. They had a constant queue of people wanting

an aerial view of the site from their crane basket, so during the afternoon they charged a small fee and were able to donate a handsome sum to the church funds.

After the judging of the cars, the prize winners were driven into the main arena for the benefit of the public. The judges had selected an eclectic range of cars, including a remarkably original Ford Zephyr, an extremely well made Marlin kit car, an early Austin Healey which had been rescued from a scrap yard long after most of us would have regarded it as a hopeless case and rebuilt to 'as new' condition, Andrew Gregg's lovely M45 tourer, fresh from its starring role in the TV series 'Wish me Luck' and its win here at Olveston last year — and a little red Italian sports-racer entered by your Editor.

In last year's report, Andrew Gregg suggested that Ken buy a Lagonda (see 'The Lagonda' No 139, page 21). This year? Well, Ken has bought a 2 litre — but he didn't need it to help him scoop the 'car of the show' award. Perhaps Andrew should start looking for a continental addition to his garage!

THE LAGGARD

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# Down in the Bushes, Something Stirred

THE OMINOUS rattle from the back end of the car finally prompted Mary to insist that something was falling off!

Inspection revealed nothing amiss although the strange angle of the rear spring shackles told me that something was not quite right in that direction.

Things were brought to a head at this year's MOT when 'Reg' the Tester with the aid of a large tyre lever found that the majority of the rubber had now gone from the bushes which were all but "silent" block.

Promising faithfully to replace the offending bushes the car sailed through the test and was driven swiftly home to the workshop for further inspection.

After putting a jack between the spring and the chassis and wedged the two eyes apart with a piece of wood, I set about trying to undo the shackle nut. Over 50 years of accumulated rust and paint did not make the job easy and one of the bolts promptly sheared. That's a good start I thought (amongst other things!).

After judicious use with a heavy hammer, various metal bars and a bit of heat, the shackles came off and were cleaned up.

Before going any further I felt that now I could measure the spring and chassis eyes and the shackle pins, now was the time to find the new bushes.

I deliberately left the old outer casing of the original bushes in situ just in case any replacement bushes would fit inside those but as a precaution I measured the original outer diameter in the event of my being faced with having to try and remove the old outer casings which were well and truly rusted in place. First thing next morning found me doing the round of potential bush suppliers armed with measurements, shackles and the pins from the original bushes. Everywhere I went I was greeted with the same sort of response "No, nothing like that,—have you tried having them made up in phosphor bronze,—Don't know where you'll get anything like that". Lex Tillotson proudly told me that in their storeroom they had over 8,000 bins but without a part number to feed into their computer they couldn't tell me what was in the bins!

Eventually my old friend Richard Webster from Frenchay Garage suggested that M J Few's Limited our local Land Rover dealer might have some ideas.



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They could not have been more helpful or more enthusiastic in solving the problem. They produced a bush that was slightly too long but seemed to have approximately the right internal and external diameters provided I could remove from the springs and chassis the old external shells. The four new bushes came in a box covered in the French, Arabic and English (bound to be expensive I thought). Imagine my surprise when the total bill for bushes, pins and nuts including VAT came to £7.73!

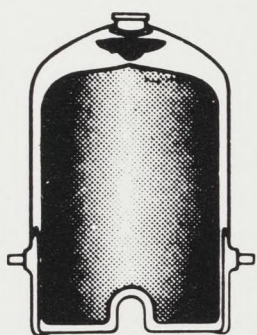
As a precautionary measure I borrowed an adjustable reamer from Richard at Frenchay Garage and then set about cutting the new bushes down to size and, worse still, getting the old outer shells from the chassis and spring eyes. This last

task was a real slog but having once cut through them with a hacksaw (taking care not to go too deep) a few taps with a cold chisel persuaded them to release their ancient grip from the car. A little chamfering to one edge of the new and shortened bushes, together with a lot of grease and some hard hitting with a hammer and dolly saw the new bushes firmly and happily installed.

The shackles are now parallel and the back end doesn't rattle any more!

As for the parts they are Land Rover part number 548205 (the bushes) and 537740 (the pins). M J Fewes Limited of The Old Station, Charfield, Wotton-under-Edge have them in stock.

ANDREW GREGG



# GWR

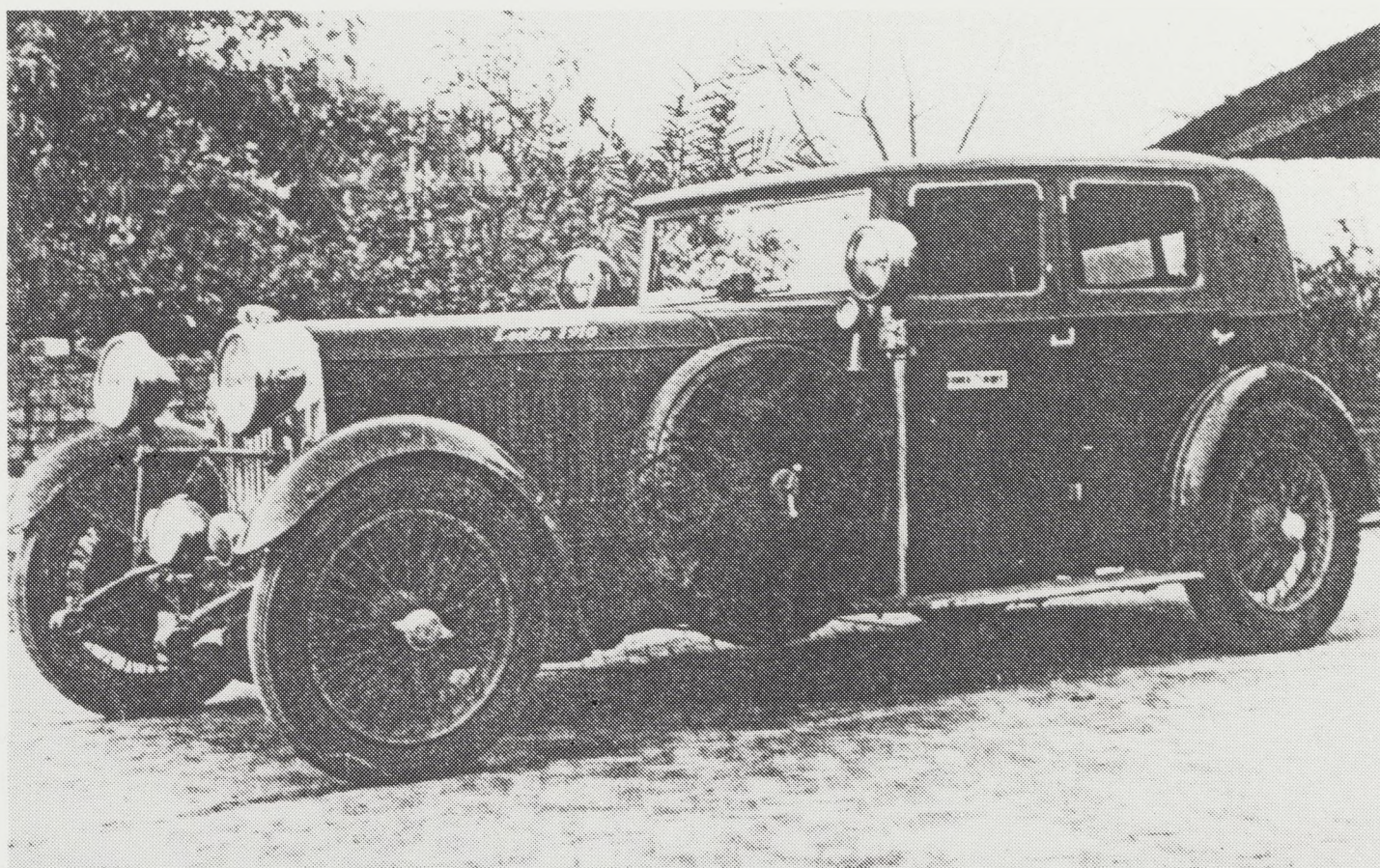
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## A Passage from India— The Restoration of a 3 Litre Selector Special

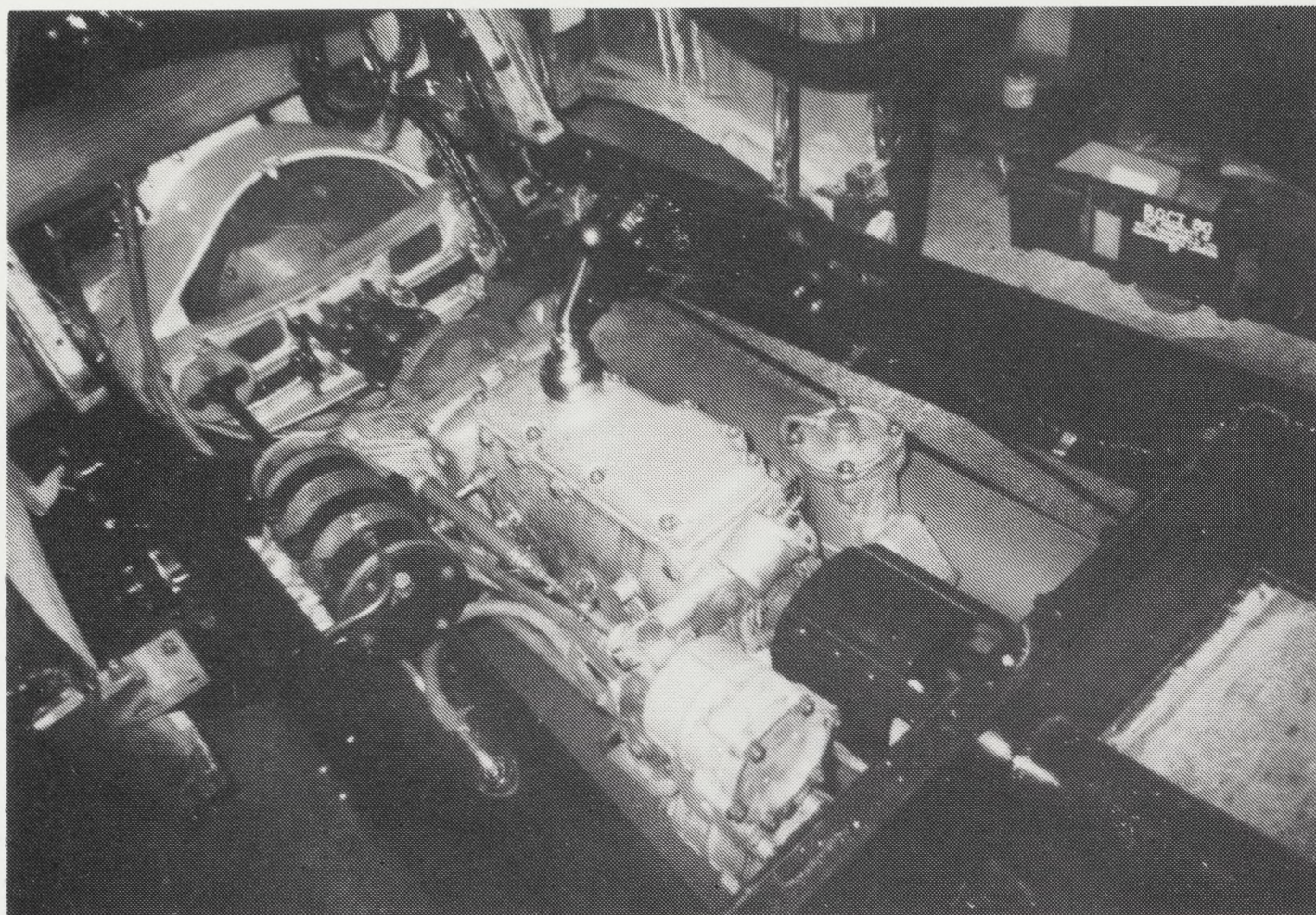
FOR THE past year or so I have been renovating a 3 litre saloon, the originality and condition of which have been a constant surprise and pleasure.

The Selector Special Z10161 is the car shown on page 129 of Geoffrey Seaton's excellent Illustrated History. Built around June 1932, it may have been registered in England before being shipped out to the Punjab, then very much in the final flowering of the British Raj. I have no record of who the owner was, but he kept the car until his death in 1969.

I am puzzled by the car's return to England: I imagine the shipping cost exceeded the value of the car at the time.

An English garage owner was contacted by an Indian, apparently a man of some prominence, and invited to buy the car, which was by now approaching Liverpool docks on the ship. A deal agreed, the ship then failed to dock at Liverpool, due to a strike, and the garage owner found himself collecting the car from Rotterdam, with much documentary hassle. He appears to have driven it back to England and sold it into the trade—still on the registration plates of what was now Pakistan, LEG 2440.

Robbie Hewitt rescued the car from the trade, installed it in her garage and, with help from Jenks, started restoration. Little



*The Selector Special gearbox revealed.*

was actually done, but the car was safely harboured through the years when the body was most likely to have been thrown away. The only damage to the car dates from this period, when experimentation with the four speed reverse facility, as we would say now, resulted in the demolition of a Hewitt flower tub and of the number plate and lower boot area of Z 10161. Idle rumour has it that Robbie was not at the helm at the time, but her illustrious and bearded colleague—perhaps Jenks could cast light on another historical connundrum, as W.B. would have it?

The car came into my hands about a year ago, indirectly and missing only clock, spare wheel and mag. The ease with which everything came apart made dismantling a pleasant journey of exploration as nothing had been touched since the car left the factory. Unfamiliar Indian seed pods, leaves and debris were under seats, and the undersides covered in a thick layer of pale yellow dust, accumulated over thirty-odd

years, but over few miles.

At the time of the original owner's death, the car was said to have covered 15,000 miles, a little less than the present reading on the still working mileometer.

After stripping down the working parts, I am quite satisfied that the mileage is correct. Quite simply, apart from some crazing on one big end, there is no wear anywhere on the chassis.

I have struggled on my various 4½ litre projects with clapped out bushes and seized up components; this 3 litre was child's play. Having been warned about difficulties with exhaust manifold flanges, I carefully applied the 'C' spanner from the tool kit (much of which remains), tapped gently with a mallet and, hey presto! both unscrewed. I understand that this is not usual on a 3 litre. The exhaust system itself appears to be original, with the neat plate of the makers, "Vortex". It is still quite sound.

Having resolved to restore the car to

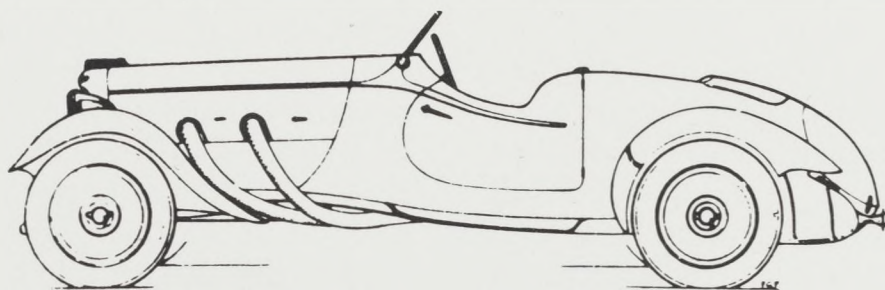
original, I removed the body and fittings and sent it away for painting. The Weyman coachwork has no support apart from the chassis, so I had to build a frame within it so it could be self supporting. The steel panels were completely straight, so I could use a dark colour. The interior is a funereal dark red, with those revolting black-spotted carpets the factory used to favour, so I stuck to the original scheme. The paint is Rolls Royce Garnet. I cannot bring myself to reproduce the plasticky trim parts in pale blue, a colour combination I find particularly offensive. Could the factory have carried this out for the owner, or was it perhaps done in India when the heat got at the leathercloth?

Chassis and wings are black, as was standard issue. The fabric roof and the enormous sunroof had to be re-covered and the carpets are past it, but the leather will stay. It is desperately dry and brittle, even after several tins of 'Flexolan' have sunk in, but not actually worn, so it will be renovated as much as possible. All the glass has had to be changed, the original

having delaminated and yellowed. Mummification in a hot climate has its pros and cons.

I left the painted body for new everflex roofing, brought home the doors to rebuild and settled down to the cleaning and checking of the chassis. The chassis work is easily described; I stripped everything down, cleaned and painted it, and reassembled. I don't think anything significant had to be repaired or renewed. The various undershields are rather a pain, and I think I shall leave them off and store them for some purist—I prefer to be able to get at things. During this painting period, all my available spaces in cellar and outbuildings were festooned with black bits of Lagonda and I got to the stage where I never wanted to see another tin of black enamel. It takes a great deal of time and effort and must cost a fortune to have done professionally.

I didn't want to strip the engine fully and started with the removal of sump and pistons. Apart from some crazing on white metal, which was replaced, all was well



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and the bores were sound. The oil in the sump however had to be seen to be believed—it was entirely solidified. I dug it out with a scraper and took it away in plastic bags. The camshaft tunnel, when opened up, showed the same situation and it took much care to remove the solidified oil. Whenever oil was not exposed to air, it seemed clean and free-running, the crankshaft emptying itself quite easily. Fortunately the filter and pump system is easily stripped.

The clutch was completely stripped and the plate renewed, although the original looked fine; the carburettors and mechanical fuel pump rebuilt and the water pump, victim of corrosion, replaced with a Club spare. In this way the engine was generally ministered to, although I didn't remove the head; it all seemed so sound. When, in due course, the time came to start the engine, resplendent in polished aluminium, it fired first time and sounded very smooth. I've changed the oil twice in about twenty minutes' running, but it seems clean enough and the filters are clear: touching wood, I hope I've got away with a high risk exercise in not fully stripping down.

The most time-consuming job of the lot has been the re-finishing of the interior woodwork. There are dozens of bits of wood, acres of black polished timber, all needing stripping and building back to a glassy finish. The real snag is that the dash and door panels have pewter inlays. (Says Lagonda: I think it's aluminium!)

I prefer to forget the messing about required to get it right: on the face of it, you simply cut back the paint to reveal the inlay. This may have worked first time round, but on refinishing it's not so easy. I reckon a saloon restoration is double the work of a tourer.

The unusual part of the car is, of course, the Maybach gearbox. Much has been written of its complexity and some authors have implied that it was not a Good Thing; I approached it with an open mind, as I had the offer of a swap for a "Z" box, itself not perhaps a gearbox of unqualified distinction.

The thing that struck me was that, on

first examining the box in the chassis, it isn't all that hung about with pipes and gadgetry, and it's beautifully made. Did Lagonda really make it themselves under licence? There's a plate on it in German. On removing the vacuum tank—two bolts—and only three rubber hoses, it looks a lot simpler. The control cables are just two simple sheathed flexibles. (They were stiff and I couldn't improve them, so I've put in hefty Bowden type cables.)

When the servos are removed—an easy job—they can be seen to be straightforward. I stripped and cleaned them—it's not a problem. What remains in the chassis looks for all the world like an Alvis gearbox, with a similar style lever for low—first—reverse—neutral. I concluded that the complexity was much exaggerated, at least from an outside appearance standpoint.

The top comes off the actual gearbox and, in my case, showed the oil to be dark and sticky. It took ages moving everything around repeatedly to unstick it all and see what is supposed to do what, using paraffin. When clear, it was all very easy to move, quite without wear and of superb workmanship. I warmed up the device. However, in stating that it's all straightforward, I am, perhaps, misleading: if I had had to adjust anything, or reassemble it from first principles, it would have been entirely another matter.

The biggest problem was with the steering column, which has no fewer than six concentric tubes—and they stuck. It took ages to strip it and get it all working smoothly, with the two levers for gearchanges now a nice action on their fibre friction pads.

The other day the box worked for the first time in twenty years. It was quite undramatic. With the engine ticking over and the back axle on stands, I put in the couplings and tried it: it just worked fine. I can't wait to try it on the road, but there's a lot of trim and finishing of the car to have done yet. I hope to report on what it's really like in due course. Wottle it do backwards, Jenks?

NIGEL HALL

# Letters

Department of Engineering  
Kiev University  
Ukrainian Republic  
U.S.S.R.

Comrade Editor

The GPU unit attached to this college have shown me article "Now It Can Be Told" (Spring 1989) as part of their duty to keep up to date with all western publications of advanced technology such as your magazine.

The story of ill-advised adventure by discredited aristocrats which ended in disaster at Belaja Tserkov shows futility of interference by foreign powers in glorious People's Revolution. But you will probably not know that story did not end with that incident.

After fighting was over, local collective farmers stripped engines and axles from wrecked armoured cars for peaceful use on farm but rusty hulls were no use and were abandoned. They had no time or equipment to cut them up and for many years they lay at roadside. Until by chance Alexander Youshenko, chief civil engineer of regional government, saw them and was struck by the resemblance between their shape and that of pier footings of proposed new bridge over River Slutsch at Ljubar that his office was designing.

To cut long story short, Youshenko arranged to collect the hulls and they were used as formwork for the concrete of the piers when bridge was built, as attached photograph shows. Thus the weapons of the warmongers eventually became useful to the people.

DMITRI WYSIWYG  
(Professor)



Dear Mrs. May,

A few months ago I initially wrote to you regarding re-joining the Lagonda Club and asking for help regarding the registration of my Lagonda under its original number of BGT 258. You very kindly put me in touch with Mr. Davey. This proved very worthwhile to me as the necessary documentation has now come through as a result of a letter Mr. Davey wrote to the Motor taxation department on my behalf.

I would like to take this opportunity to thank you for the attention you gave my first letter and say how pleased I am to be back in the Lagonda Club once again.

Yours sincerely

Mr. PAT JONES

Dear Ken

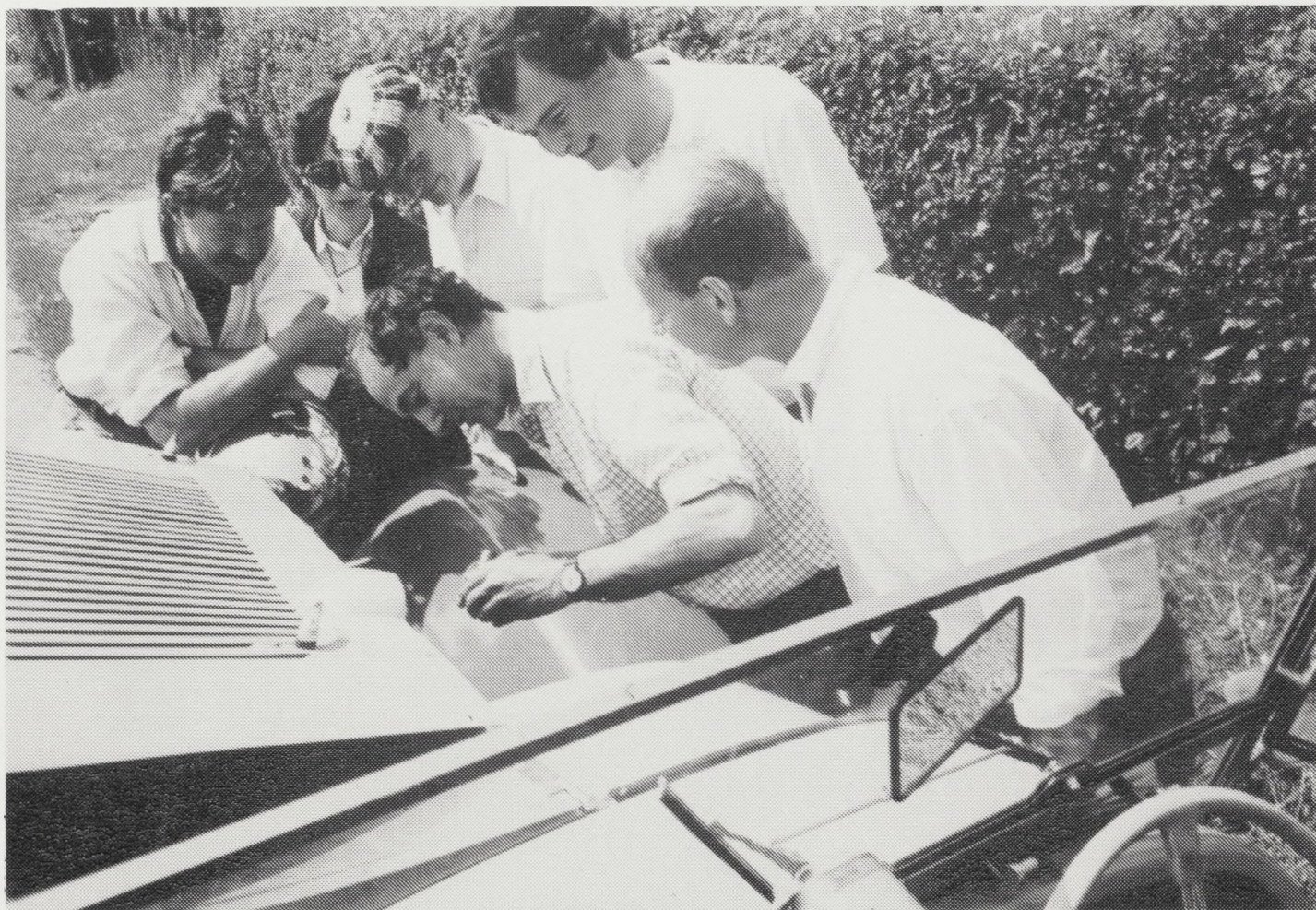
I was very interested in Arnold Davey's article about the Lammas-Graham because it took me back to my earliest motoring memories. I do not ever remember seeing a Lammas-Graham in the metal, but the car seems quite familiar from the picture reproduced in the article. I was only six years old at the time, but I believe that the picture was used on a series of cigarette cards as well as advertisements. Arnold is rather hard on the artist and it is possible to pose a more charitable interpretation. Connolly must often have had to make promotional drawings before the actual car had been built, as indeed he did for Lagonda in 1935. We do not know how he was briefed for such assignments, but I doubt whether he received full engineering drawings. It is quite likely that the brief from ex-Lagonda man Frank King mentioned that the car would be similar

in style to the Lagonda. The drawing which he produced is similar to other promotional drawings of the period and Alvis used something of the same kind in their advertisements, if memory serves. I believe that the Lammas-Graham drawing is distinct from that for Lagonda. The outline may be similar to the Lagonda drawing but there are significant differences which seem to confirm that it is an independent work. For example, the curve of the base of the windscreen is flatter on the Lagonda, the point on the tail of the rear wing is sharper on the Lagonda, and the view of the rear window through the side window is markedly different.

However it happened, it is understandable that Lagonda were unhappy.

Yours sincerely

BRIAN COOK





Dear Ken

I thought you might be interested in the enclosed photographs, taken of my 1934 M45 on the way down to Le Mans for the 1988 race. The close-up shows Tim O'Rorke (sometimes known as "The Brickler"), brickling away in an effort to get the needle in the petrol float chamber to seat properly. I'm standing to his left, rather less amused than the others. After much grinding and fiddling, I managed to limp down to the race — and back. A new needle cost me the princely sum of £6, which, hopefully, will last the next 50 years!

More encouragingly, I took the car down to Le Mans again this year and it performed admirably — though nearly all the cars in the party, including Tim O'Rorke's Speed 20 Alvis and a 6½ litre Bentley suffered in the considerable heat from petrol vaporisation problems.

The other photograph shows the M45 outside the Perdrix Restaurant at Ferte Bernard, about 40 kms from Le Mans. By any standards, it's a serious restaurant. It's

also where we stayed for a couple of nights and I would strongly recommend it to passing Club members. The Chef, Monsieur Thibault, was head chef to the French team at the Seoul Olympics — testimony indeed!

STEPHEN LEWIS

Dear Ken

At the AGM it was suggested that the Club should reprint some of the articles on technical subjects which have appeared in the Magazine over the years. I agree that this will be useful but what the Club really needs is the equivalent of those remarkable publications 'The technical facts of the vintage Bentley', 'The Aston Martin manual' by Dudley Coram and 'The vintage Alvis' by Peter Hull and Norman Johnson. In the Lagonda Club we are fortunate to have the superb history by Arnold Davey and Tony May. This book and the Talbot history by Anthony Blight must be the best one marque books ever published. We also have the excellent

complementary illustrated history by Geoffrey Seaton. If we could assemble the material for our 'Technical facts of the Lagonda' then we would have covered all aspects.

I realise that it would be a considerable undertaking to produce such a book. However perhaps the present time is relatively favourable because:-

a considerable amount of technical information must have been assembled for the extensive spares manufacturing programme which has been so successful.

relevant information is to be found in some of the other publications listed above e.g. the Bentley book has data directly relevant to our cars on pages 37 and 17A.

there are the excellent data sheets by Ivan Forshaw covering subjects such as back and front axles and clutches.

there are members such as Phil Ridout with a very comprehensive knowledge of the cars linked to professional engineering knowledge.

lastly but quite importantly, desk-top publishing means that the printing costs should not be as prohibitive today as they would once have been.

Do you think that this is at all worthy of consideration by the committee? I think that the attempt should be limited to the pre-war cars because they all have some elements in common. The post-war cars are totally different and are partly served by the Aston Martin book with regard to the engine and gear-box at least. Perhaps the first step would be to have a meeting of a potential group of contributors.

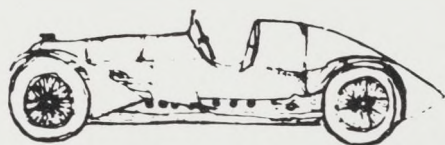
Yours sincerely

BRIAN COOK

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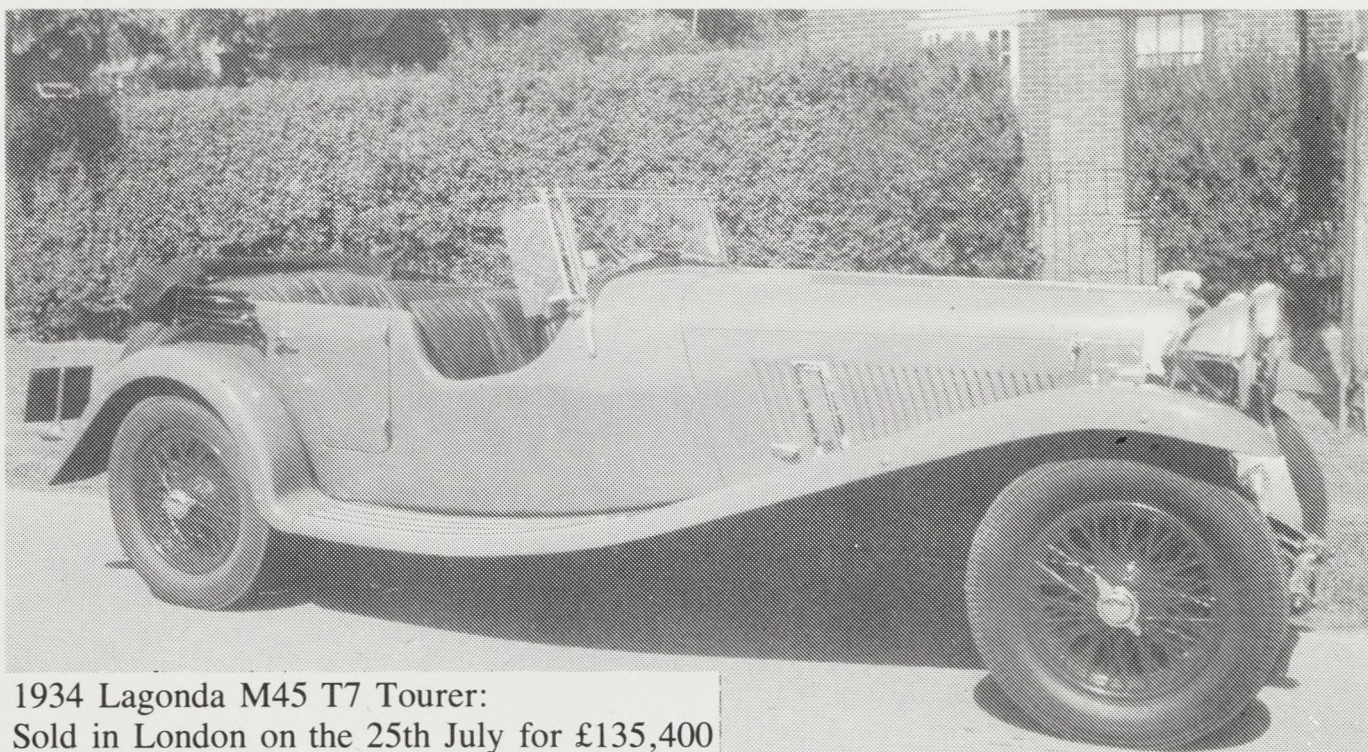
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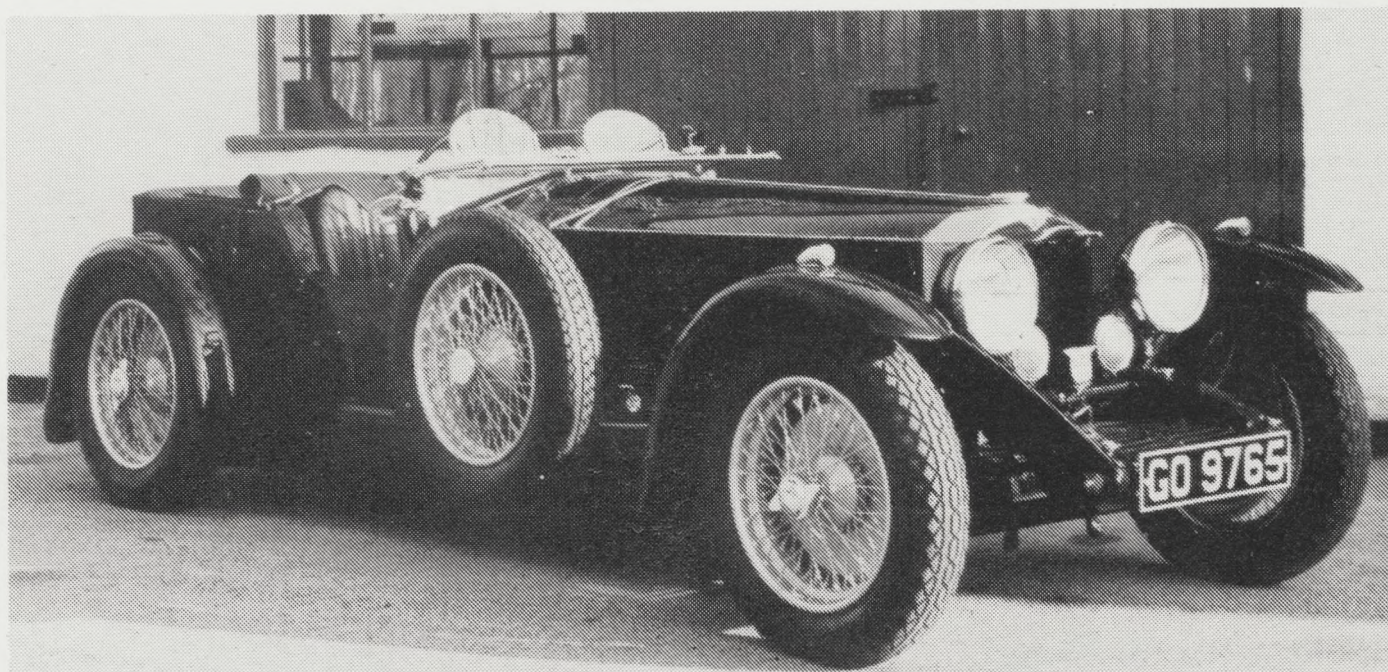
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