



THE MAGAZINE OF THE
LAGONDA CLUB

Number 143 Winter 1989/90



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MAGAZINE

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Winter 1989/90

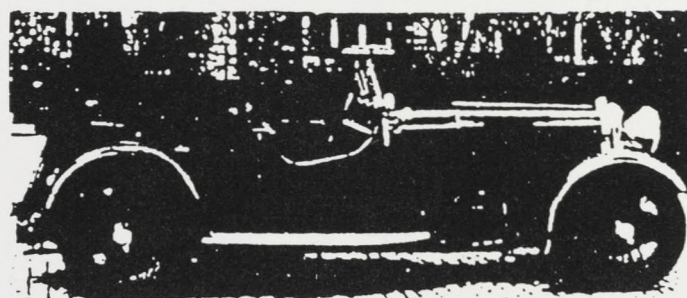
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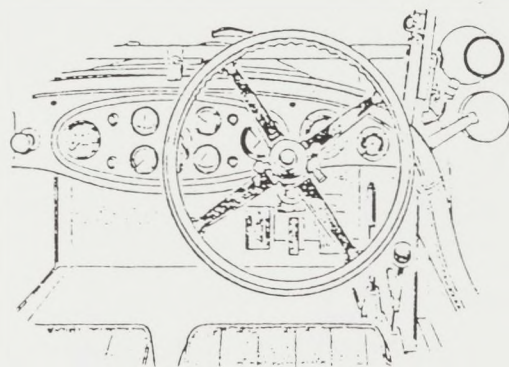
FRONT COVER

*Phil Erhardt's new toy at the Lagonda
Fun Day, September 23rd 1989. The event
raised over £1100 for Guide Dogs for the
Blind—a whole dog!*



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From the Driving Seat



I MIGHT have guessed, nobody ever reads this bit of the magazine do they? Well, alright, a few of you do. There was a very poor response to the suggestion that we produce a silk tie, less than a dozen of you are interested apparently. Do we let this proposal sink into oblivion, or should I ask again, how many would be prepared to buy a Club tie in silk instead of the present terylene model?

The response to the suggestion for a mini workshop manual was not exactly overwhelming either, but I think that we could use some more technical articles within the magazine anyway, so please let your fellow members know how you overcame that knotty problem in your rebuild—there will be no prizes for writing and telling how you parcelled the offending part and sent it to Peter Whenman.

Jenks is going to love me for this. Thanks to the generosity of Peter Jones, I am in the process of acquiring the bare bones of a Weyman saloon, which will, one day, grace the 2 Litre chassis I bought in the summer. I must point out that the body frame is probably only fit for use as a pattern, was removed from its chassis many years ago and, thanks to Peter's forethought and good sense, has been dry stored ever since.

It will be an interesting challenge to try to recreate a saloon in this way. My one and only 2 Litre was a similar bodied car and the family were very fond of it, it served us well for many years and was only sold because I was offered the 3½ Litre tourer at a bargain price by Ted Townsley. The appeal of the open car was too great to resist and I believe that the 2 Litre went to America after passing

through two dealers' hands. Apart from the fitting of a radiator from a slightly later model and an SU carburettor in place of the Zenith, which was included with the car when I bought it, but had distorted and leaked both air and petrol, the car was very original. BR 8412 are you still out there?

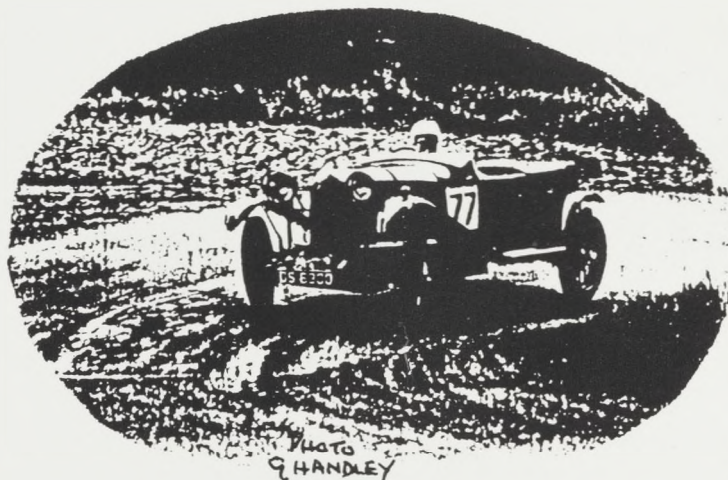
Has anyone else attempted such a total restoration of a saloon body? I should be interested to hear from you if you have, there are bound to be some interesting problems and I can not claim to be the world's finest carpenter, so any advice from a fellow sufferer would be welcome—and I don't want to be told to abandon the idea or to ship it to a professional body man either.

I would welcome the opportunity to take a series of photographs of both the exterior and interior of a late high chassis Weyman saloon, so that I stand a better chance of getting all those little details right. In this case, originality will probably be more important than condition, so does anyone own a suitable car I can practice my box brownie skills upon? I am willing to travel anywhere within reason, my job gets me around the country a fair bit and I can always suggest a family holiday to the remoter outposts inhabited by our members if necessary. I suppose the ideal would be to photograph a car at a Club meeting, but so few of you seem to use your saloons for actual motoring . . .

K.P.P.



Competition Round-up No. 2



THE VSCC calendar of speed events now extends into the Autumn period, with ever increasing popularity. Fortunately, summer seemed also to extend to the Indian variety in 1989, for which many of us—particularly those who fancied our chances in the “Mannin Merlin”—were very grateful.

This report covers the tail-end events of that glorious summer; although some of the results are only in outline form, the club records will be maintained! In the case of the Cadwell and Donington meetings, Colin Bugler has undertaken to recount his somewhat heroic experiences in a supplementary article.

27 August 1989 VSCC Cadwell Park

The Lagonda entry this year was smaller than usual:

Colin Bugler	LG 45 TT Replica	AYS 620
John/Nick Morley	LG 45 Special	CRM 518
James Crocker	Rapier-AC Special	AHN 730

Messrs Thompson and Fidler (Rapiers) from the Rapier Register were also carrying the flag.

Race 5 (5 lap handicap)

John Morley came sixth, (b/l 57.65), winner Fairley Delage (56.13); Colin spun I think, (b/l 53.14).

Race 7 (5 lap handicap)

Nick, having taken the wheel from Dad, beat the handicappers to win at 58.13 (b/l 60.09), Colin came 12th (b/l 58.21).

Race 10 (5 lap handicap)

Thompson won at 61.16, James was downfield with b/l 58.91.

23 September 1989 VSCC Donington Park

Good weather but a somewhat thin entry were features of the 1989 Donington meeting. The reason for the latter may have been the imminence of the Isle of Man and BDC Silverstone events. Lagonda was represented by the same LG 45 stalwarts.

Colin Bugler	LG 45 TT Replica
John/Nick Morley	LG 45 Special

Extra Rapierists were Fletcher-Jones and Rowe.
(All our races were 5 lappers).

Race 4 (H/C)

Colin, starting from scratch—5 secs, worked his way rapidly through the field to win at 63.03 (b/l 64.88), with John Morley second (b/l 63.25). Rowe was 11th (b/l 53.87).

Race 6 (Scratch)

This was won by Fletcher-Jones at 64.89 with John Morley 5th at 60.55 (b/l 63.61).

Race 9 (H/C)

Colin just failed to catch Stanley Mann's Bentley by 3 secs (b/l 65.67). Nick Morley came 9th (b/l 64.53).

30 September 1989 BDC Silverstone

A good turnout of Lagondas considering the large contingent entered for the concurrent I.o.M. event:

Colin Bugler/Neil Jones	LG 45 TT Replica	AYS 620
Nick Morley	LG 45 Special	CRM 518
Jamie Dutton-Forshaw	LG 45 LM Replica	CXT 82
Peter Whenman	M 45R LM Replica	BJA 240
Martin Bugler	2 Litre L/C	PL 7593
Len/Leon Thompson	Rapier 1500	

Results

Race		Position	Driver	Winner's Speed	Best Lap Speed
1		2nd	Leon Thompson	(72.98)	76.17
3	Bent/Lag	1st	Peter Whenman	67.21	69.56
	Bent/Lag	2nd	Len Thompson		73.86
	Bent/Lag	4th	Colin Bugler		68.66
	Bent/Lag	10th	Nick Morley		67.40
	Bent/Lag	19th	Martin Bugler		56.80
	Bent/Lag	20th	Jamie Dutton-Forshaw		64.14

Congratulations to Peter, outright winner!

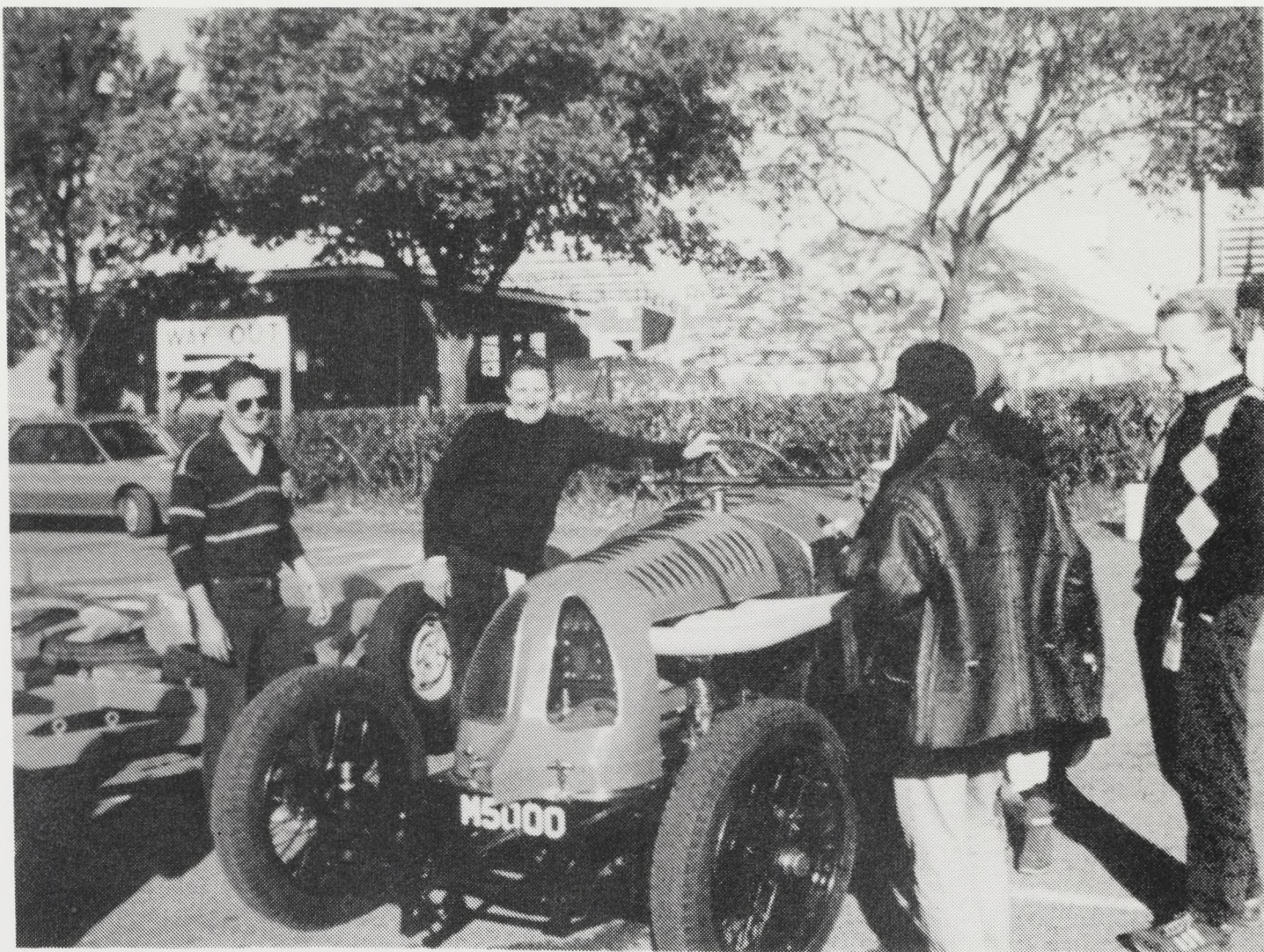
28-30 September 1989 Merlin Manx Classic, Manx M.R.C./VSCC

MOTOR RACING ON PUBLIC ROADS IN THE ISLE OF MAN AGAIN!

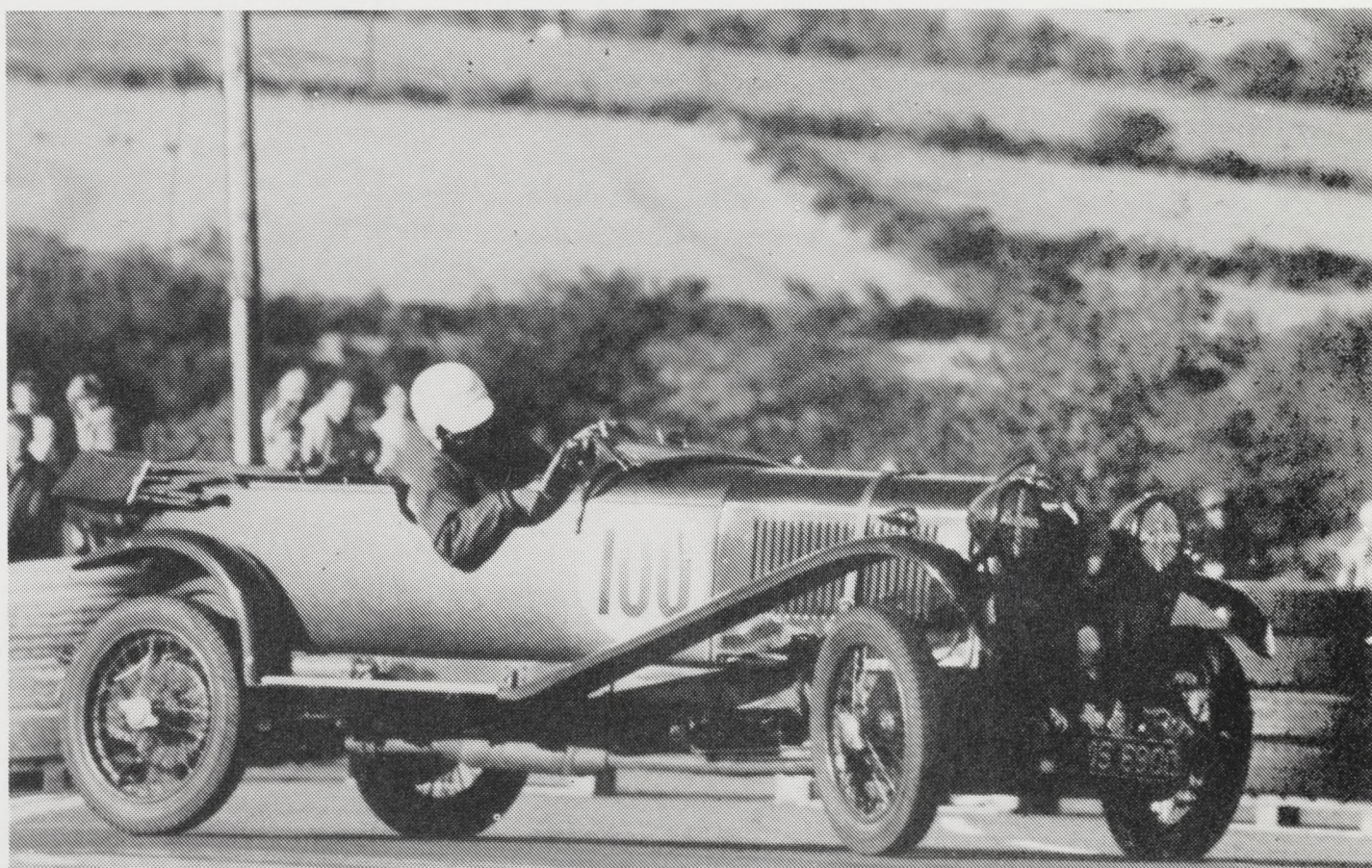
This new fixture, organised by the Manx Motor Racing Club in association with the VSCC, attracted a very large entry with no less than eleven from the Lagonda Club including Roger Firth with the Schneider. There were two separate parts to the meeting: a hillclimb on Thursday 28th, and a "Pursuit Sprint" on Saturday 30th. Much depended on the weather for enjoyment of such an ambitious event, and of course more importantly, for safety on certain narrow and bumpy sections of this public circuit.

Hillclimb—Results

			Times 1st Run
Richard Bush	Invicta 'S'		NS
Paul Tebbett	M 45 Special	BSV 321	100.63
John Harris	LG 45R Special	LBT 74	90.60
Alastair Barker	V 12 LM Replica	GPK 699	82.03
C.V.S. Studd	M 45		NS
Terry Cohn	LG 45R TT	EPE 97	96.64



Merlin Manx Classic. Roger Firth, hero of the Lagonda Club, after his run.



Dick Sage at Cronk-ny-Mona.

Clive Miller	LG 45	94.34
Roger Firth	Theophile Schneider M5000	Ret
James Crocker	Rapier-AC	Ret
	AHN 730	

I was not there for the hillclimb, and apologise for failing to have second run times available for print. I heard from James the sad tale of his AC motor bending a valve in practice, thus eliminating him from the remaining fun. Still it was nice to have him and son Christopher around to cheer on the rest of us.

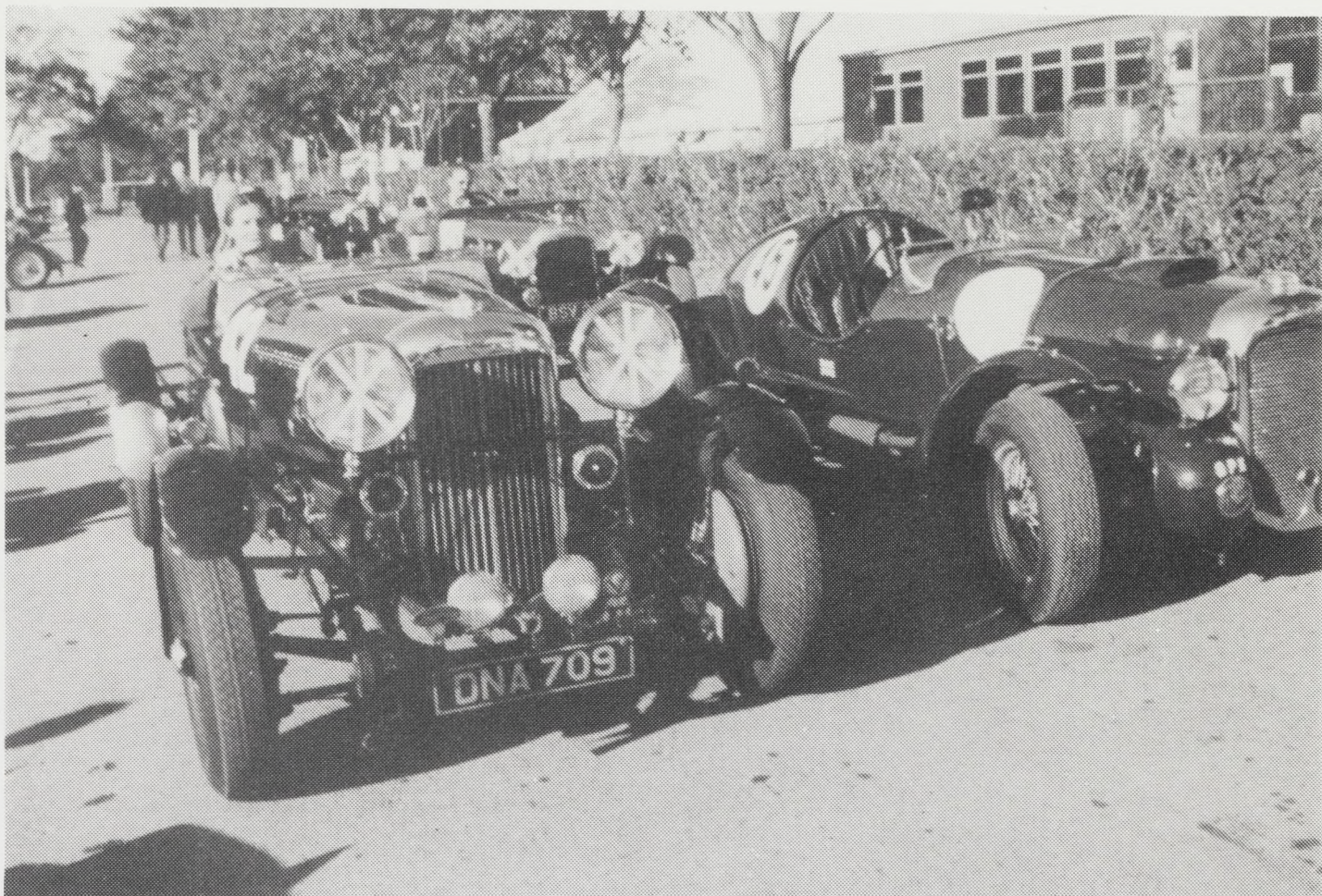
Pat and I came over on Thursday in company with Nigel Hall. On arrival we drove straight to the briefing meeting for the Pursuit Sprint in the TT Grandstand Building. It was surprising to find the large room packed solid; just about everyone seemed to be there. Certainly as regards the Lagonda Club, most of the 4½ clan were present; my 2 litre felt decidedly lonely! Very clear and detailed instructions were given, mainly concerned with safety matters, and wide ranging discussion took place on the subject of overtaking. Wisely, I thought, Ted Smith stuck to the original theory, albeit tongue in cheek, that with slower cars starting first at ten second intervals, very little should occur! Nevertheless one pundit thought the faster cars should lead off; another thought we should change the "pass on the left" rule because we were on public roads! Thankfully democracy was overruled!

The Pursuit Sprint Course used the home ends of the 'fifties Empire Trophy car circuit, linked across by Willaston Road. The start was at the TT Grandstand on Glencrutchery Road, turning right at the Parkfield Corner lights into the now notorious Ballanard Road, whose surface literally flung us about something cruel! We have been spoilt by the likes of Silverstone! Turn right and up the steep little rise into Willaston Road, a twisty bit leading to a fast righthander at Edge's Corner (where Cecil Edge pranged the Napier in the 1905 trials), fast down to an inside-wheel-lifting hairpin at Cronk-ny-Mona. Over the lefthand sweeping brow and down to the "Gawd! I'll never make it" Signpost Corner (a surprising number *did* take the slip road), fast down to the lefthand sweep of Bedstead, sharp right at Nook before rejoining the Glencrutchery Road to roar flat out past the grandstands—Phew!

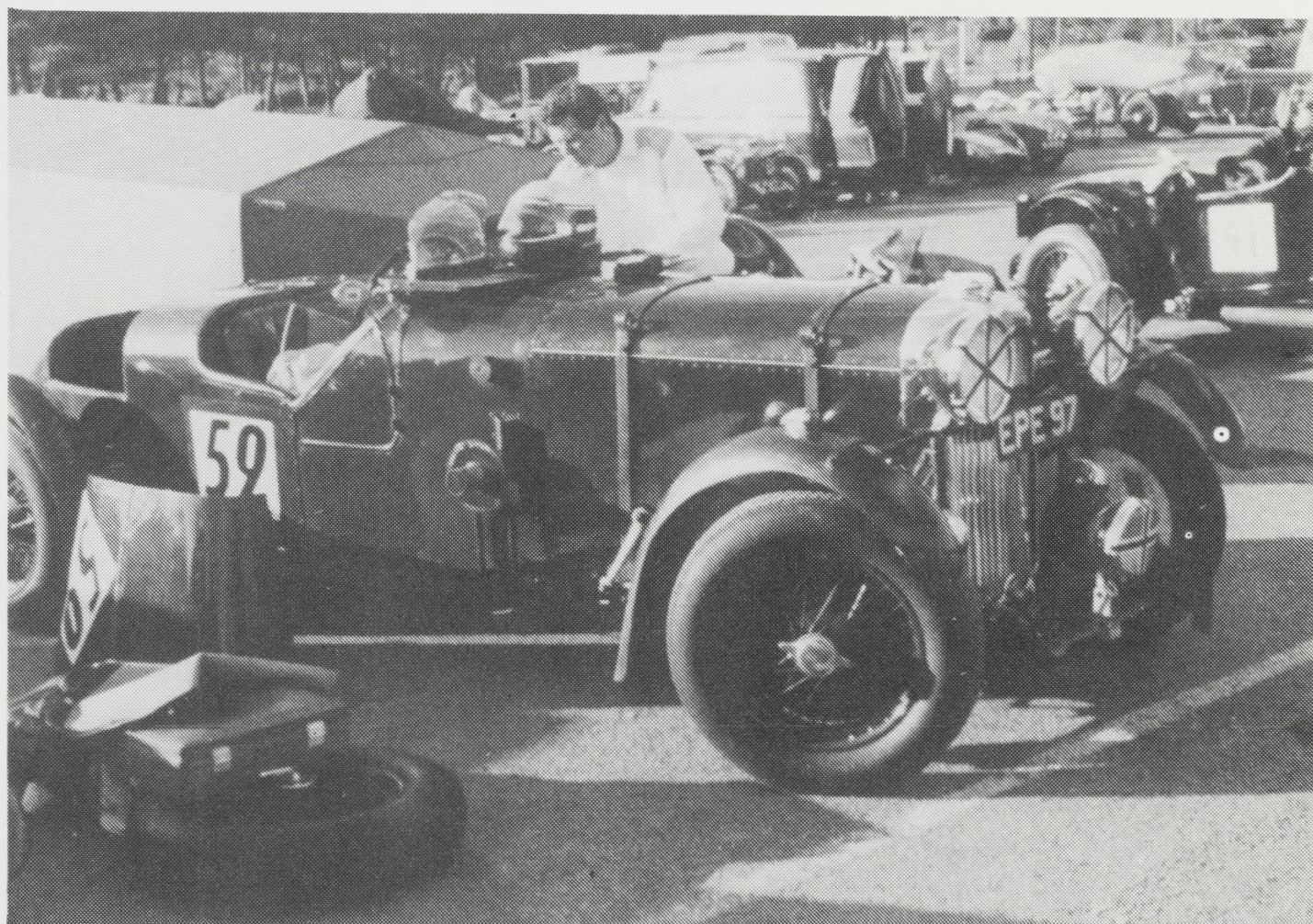
Practice took place on Friday without serious incident, and we all came to know fairly intimately the charming little idiosyncrasies of the course and this novel form of racing; some were noticeably exhilarated by the experience, others appeared a trifle pensive on return to the paddock!

Saturday's weather was fine if a little chilly; in the paddock behind the stands last minute adjustments were being made. In the Sapper lines Capt Alastair was performing laying on of hands rites over four greedy sounding carbs while driver David juggled with throttle and button. Nearby Nigel was screwing up his brakes! Terry Cohn was checking out his pit/car radio communications system on EPE 97, and John Harris was doing a final dental inspection on LBT 74's teeth. Paul Tebbett was sitting in the other Coates car fairly confident that Henry would be keeping an eye on things. Meanwhile one of the true heroes of our Club was out there doing his bit: Roger in the Schneider; and I do mean hero! To drive that car in any race one really needs three hands—to steer, brake and change down simultaneously; here one had also to cope with the narrow bends and bumps together with a swarm of very fast Bentleys! Roger returned to the paddock after the race to cheers from the lads, covered in sweat and a broad grin! Soon the Over 2300 PVT class was assembling in the starting area; our contingent made a fine sight, Nigel up front and the two Coates cars side by side in the next row with David Lomas behind in the V12. Terry Cohn brought up the rear of the grid not exactly on account of EPE's historical potential but probably due to a late entry.

Nigel made a good start at number three sounding very crisp as he disappeared down towards Parkfield; Paul followed 10 secs later, John after a further 10 secs, then David with a vicious V12 growl, and Terry last of all. Nigel circulated consistently and apparently



Nigel Hall poses next to the Barker V12.



Terry Cohn prepares the LG45R TT car.

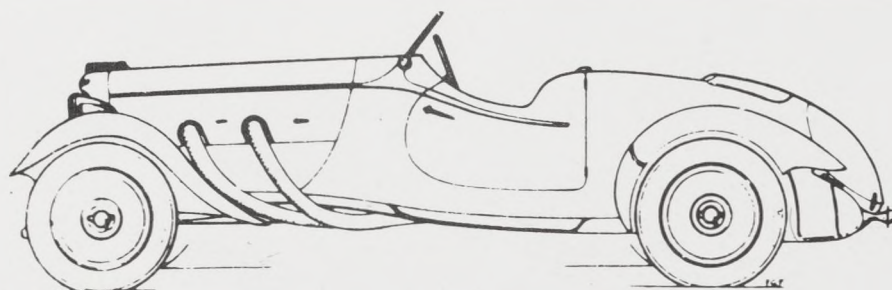
quite fast—at least, nobody passed him! This illustrates how misleading to the spectator this type of racing can be, without assistance from the leader boards used in the TT. He was actually placed 8th.

The racing car classes were very exciting, especially the sights of Boswell in the Bequet Delage and the irrepressible Rod Jolley in the Giron Alvis passing the Stands at around 130/140 and then snaking wildly under braking for Parkfield on the undulating surface; (this does not happen with the bikes as they carry on flat out down Bray Hill instead of turning right).

Then it was my turn; the Under 2500 Vintage class, with a potent mixture of Brooklands Rileys, Hyper Leafs, Austins and Bugattis—the story of the 2 Litre's life! It must have been thus on many a Brooklands occasion. However, we were to be in pole position—that is to say, first off! Dammit! I only had to keep going as fast as her little 4.50x21's would carry her and perhaps nobody would pass us! Or maybe a lot of them would break down!

We formed up, warmed up and sat on the starting line. We continued to sit and sit; an over-fussy start line marshal got rather excited about an oil drip from the bottom of my timing cover; it always does that when on a forward slope with engine ticking over. Scrutineer wasn't worried at all. We still sat; what was holding things up was not—as you had unkindly thought—my small drip, but a succession of seemingly interminable joy rides round the circuit in a Porsche for all the Race Sponsors bless them! Eventually, off we went, apparently—according to Tom Threlfall—to the accompaniment of generous cheering from the crowds, not because they were excited by the 2 Litre's high performance, but because they were totally hacked off by the sight of that confounded Porsche!!

The old car seemed to relish the whole experience, and performed without complaint at being hurled round tight hairpins or taken up to nearly 4000 in 3rd past the stands,



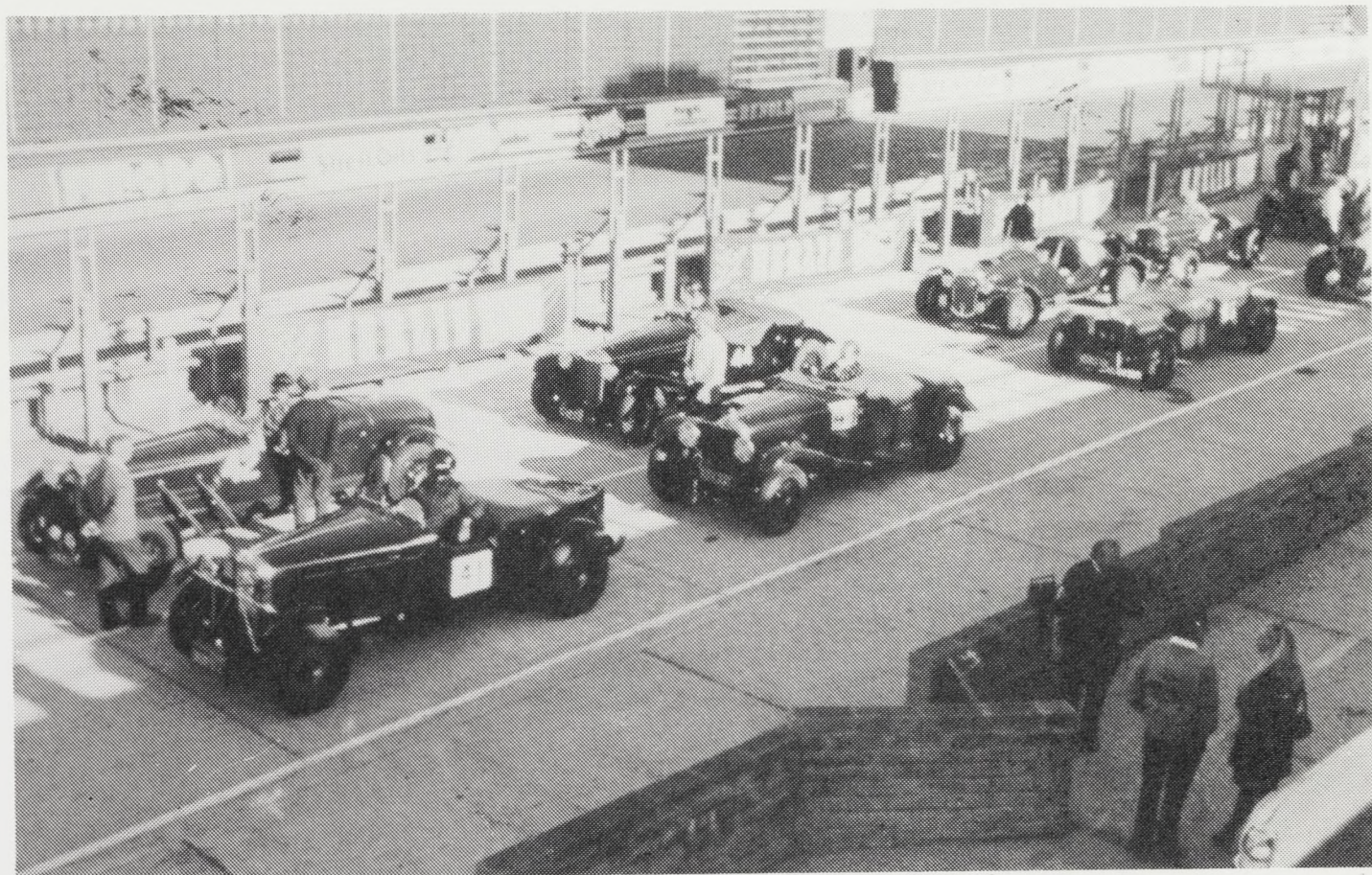
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Line-up for Event 3.



Free issue of petrol at the "Wessex Garage" in Douglas (Part of the few perks for competitors).

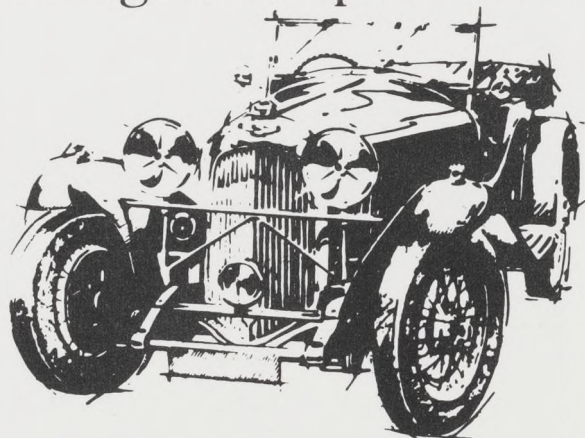
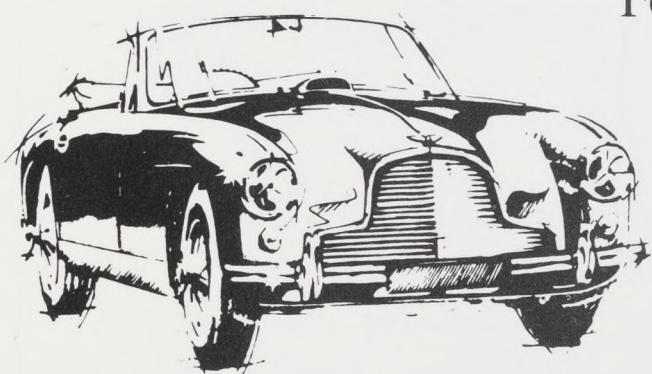
at which point on the first lap, no-one had passed us! Hang on! What's that in the mirror? A bloody little Austin! He passes us down Ballanard, rear end leaping from side to side like a jinking deer. Sharp right up Willaston: Hulloo! what's this? A crawling Austin! Past we go feeling much better. Then a whole gaggle appear in the mirror; Rileys, more Austins, Mark Joseland's "Fast Tourer" Nash—too damn fast for us. Start third lap, more slip by, then up Willaston again a crawling smoking 1750 Alfa; by Jove!—we're wearing them down! Fourth lap; getting into our stride now! We drift hard round Signpost with abandon; I say! what are those black marks leading half way up the bank? Wow! Now Roy Beebee is on our tail in his Hyper. Can't pass me here at Bedstead!—not allowed, flashing yellow light reminds us; tyres screech as we hurtle through Nook and back up on the old Glencrutchery; Roy forges past—uphill! Last lap already? Surely there can't be many more behind us? Round again, Tony Jones passes, through Nook—chequered flag (stationary).

Pursuit Sprint—Results

Event	Name	Car	No	Time	Speed	Posn
1 Over 2500 Vintage	Roger Firth (Randall Stewart)	Theophile Schn 3/4 1/4 Bentley	M5000	1267 969	46.65 61.09	11 1st)
3 Over 2300 PVT	Nigel Hall Paul Tebbett John Harris David Lomas Terry Cohn (R. Burrell)	LG 45 Special M 45 Special LG 45R Special V 12 LM Replica LG 45R TT Bentley-Royce	DNA 709 BSV 321 LBT 74 GPK 699 EPE 97	1019 1126 1043 1005 905 (4 laps) 909	58.08 52.6 56.8 58.9 65.12	8 13 9 6 1st)
6 Under 2500 Vintage	Dick Sage (R. Wills)	2-L HC Team Rep Brooklands Riley	DS 6900	1338 1080	44.26 54.82	12 1st)

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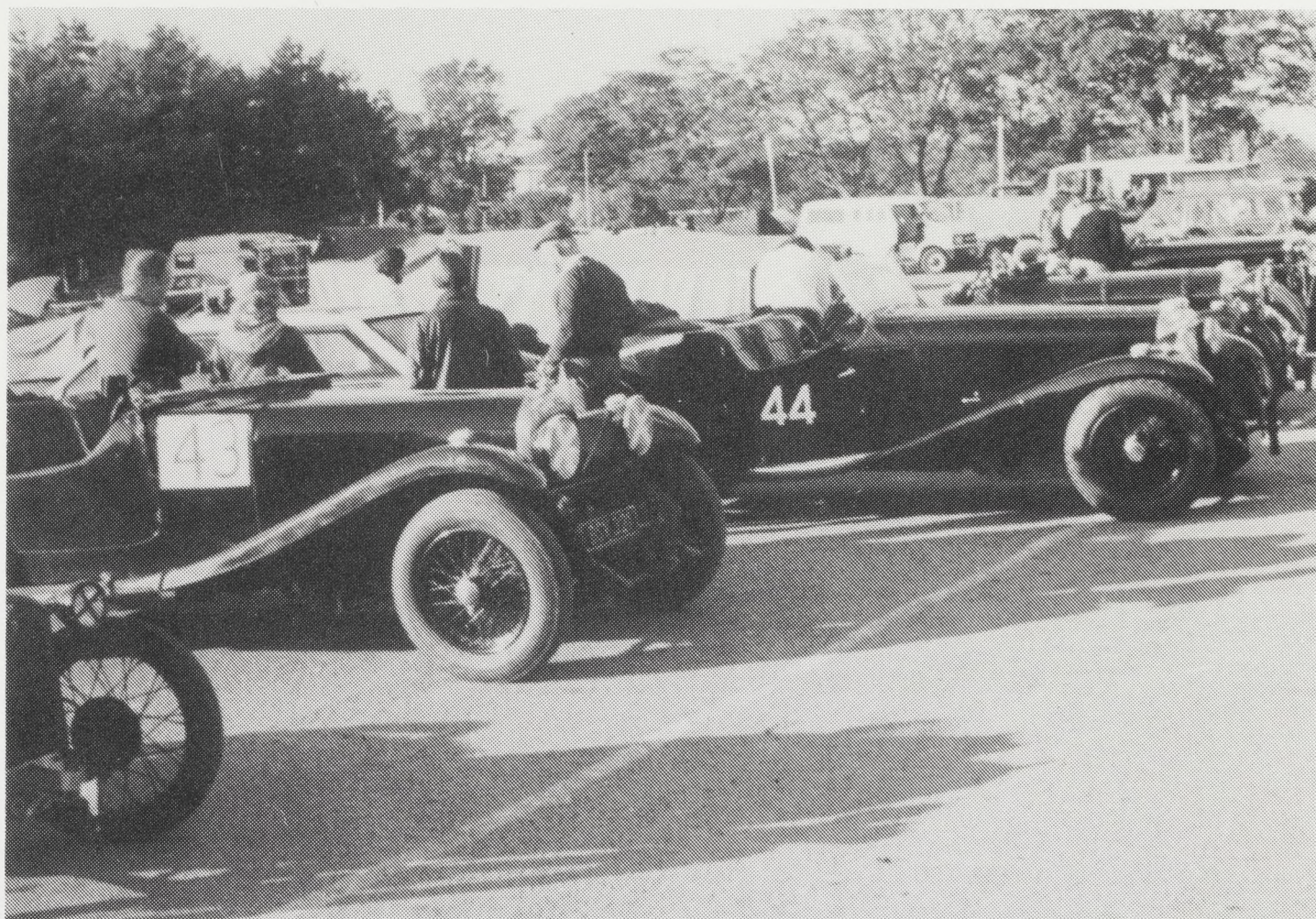


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How Henry would have loved this . . . The two ex-Coates specials in the Paddock.

(Congrats to Richard Wills, erstwhile member (M45), both on winning Event 6 and on being responsible for the skid marks at Signpost Corner without damaging himself!)

8 October 1989 VSCC Weston Super Mare Sprint

Once again this increasingly popular speed event in attractive surroundings was blessed with beautiful weather. Six Club members took part; two each of 2-Litres, 4½'s and Rapiers; a pleasant way to round off the season. There were practice runs followed by two timed runs over the half kilometre course, and with over a hundred entries there was a pretty full day of activity.

Weston Speed Trials—Results

Class	Name	Car	No	H'cap	Run 1	Run 2
1 Sports 1500	Tim Wakeley	Rapier Special	—	22.5	23.36	22.97
2 Sports 1501 +	Dick Sage	2-L HC Team Rep	DS 6900	29.0	29.04	28.66
	Alan Elliott	2-L LC	GP 895	28.5	28.88	28.05
3 Sports 1500s/c	Dennis Keen	Rapier s/c	BPK 233	21.0	20.97	20.44
4 Hybrid 1501 +	Peter					
	Whenman	M 45R LM Rep	BKA 240	20.5	20.53	20.53
	T. Brewster	LG 45 TT Rep	BGB 988	24.0	23.87	23.33

FOOTNOTES—ELIGIBILITY 1990

If you wish to take part in VSCC events this year, don't forget to send in the blue registration of eligibility form otherwise your entry will be void.

COMP. LICENSES: At last you can get a combined Speed/Racing Restricted one!

Midlands Notes

AGAIN, HAVING been invited to the Bass Museum at Burton-on-Trent, we assembled in the Museum court yard on a beautiful warm evening in July.

As always it was difficult—nay impossible—to get enough Lagonda owners to attend, therefore the invitation was extended to the local VSCC members.

The result was that 30 enthusiasts and friends arrived in 14 cars of various marques. Lagonda—7—pre and post war, Alvis—4 including a 1928 front wheel drive model, P4 Rover, 1928 Hillman, DB2/4 Aston.

The local press was present—the published article I have yet to see. The negotiations between the TV companies on the rights to film, failed to be completed in time.

Add to all this our own well stocked bar, reserved for us by fellow member Evelyn Mathews who also happens to be the MD at Bass, plus an excellent buffet courtesy of the Company, and the evening was complete.

My thanks to Evelyn and Bob Wheeler for their efforts and co-ordination.

AML Visit

UNLIKE PREVIOUS years the tour of the Factory was preceded by a visit to Proteus Technology Ltd., Milton Keynes the home of the Aston Martin racing team. We were invited by fellow member Richard Williams to view the cars and the very modern premises.

We assembled on the forecourt and what a beautiful sight it was—a line of Lagondas facing an equally splendid row of Aston Martins.

Coffee and biscuits was followed by a tour of the premises which was most interesting and impressive. Seeing the two cars in this environment has certainly added to my interest in the subsequent championships.

Considering that it is the 1st year with, what must be, purely experimental machines, the finishing positions attained must be most encouraging.

The tour completed, we returned to our cars and the sunshine, the temperature being around the 90 mark (F not C).

Richard had generously laid on a splendid lunch in a marquee and I, having nominated my son to drive the DB, was able to partake of the excellent wine.

Running a little late by now, we

reluctantly bade farewell and proceeded in convoy to the “Factory” where Roger had given us up for lost and had retired to the local.

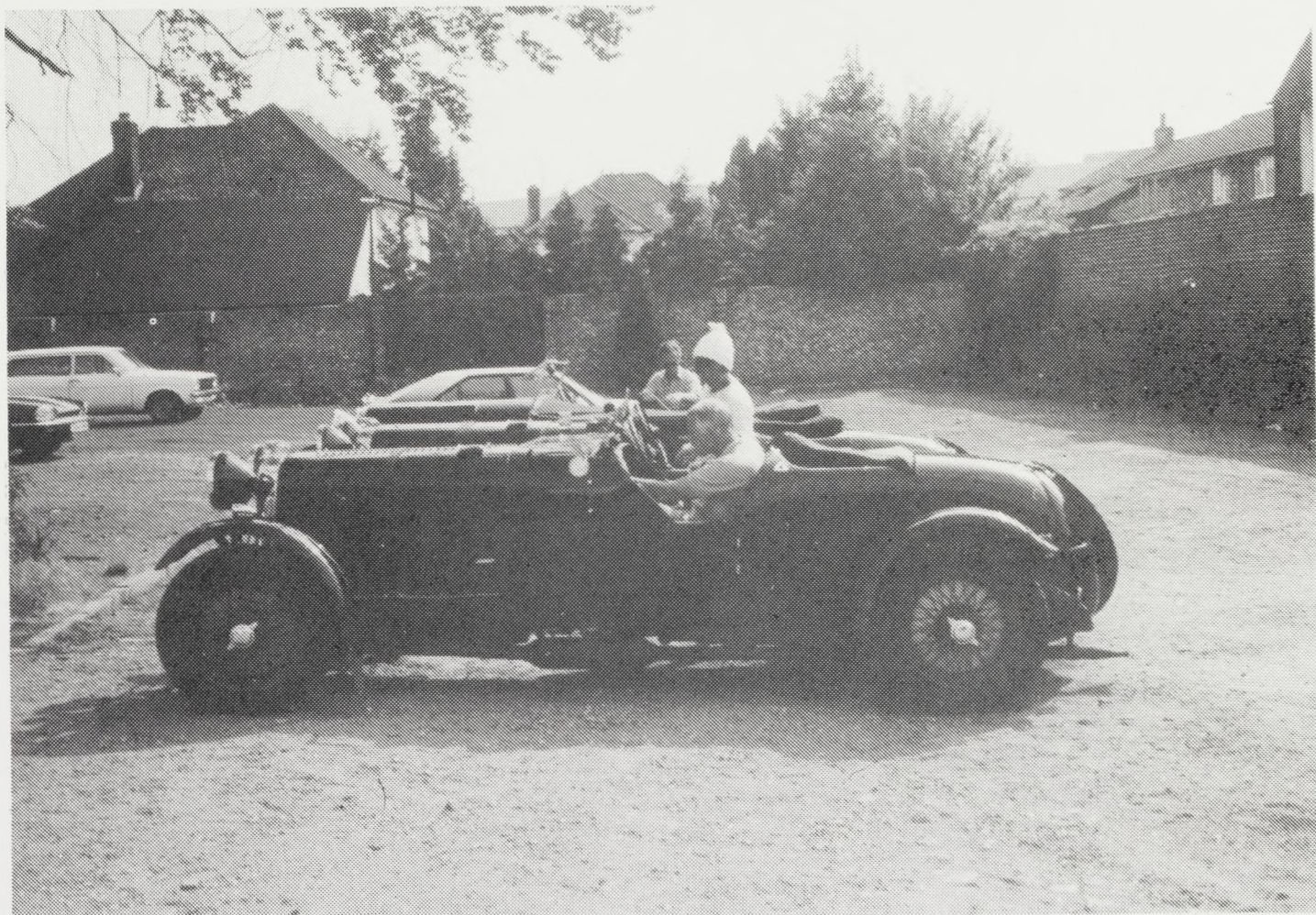
Fortunately, for us that is, I located him and we commenced the walkabout in the service area. This is more interesting than perhaps the name conveys. Apart from the obvious activity, all the restoration projects are undertaken here, providing much to see and talk about.

Over the road in the factory, very little was different from our last visit in '87. The last of the current model Astons was being built along with the limited edition Zagatos now in DHC form. Nevertheless, although we have been approx. 16 times since 1970, it remains the highlight of the Midlands calendar—long may it continue.

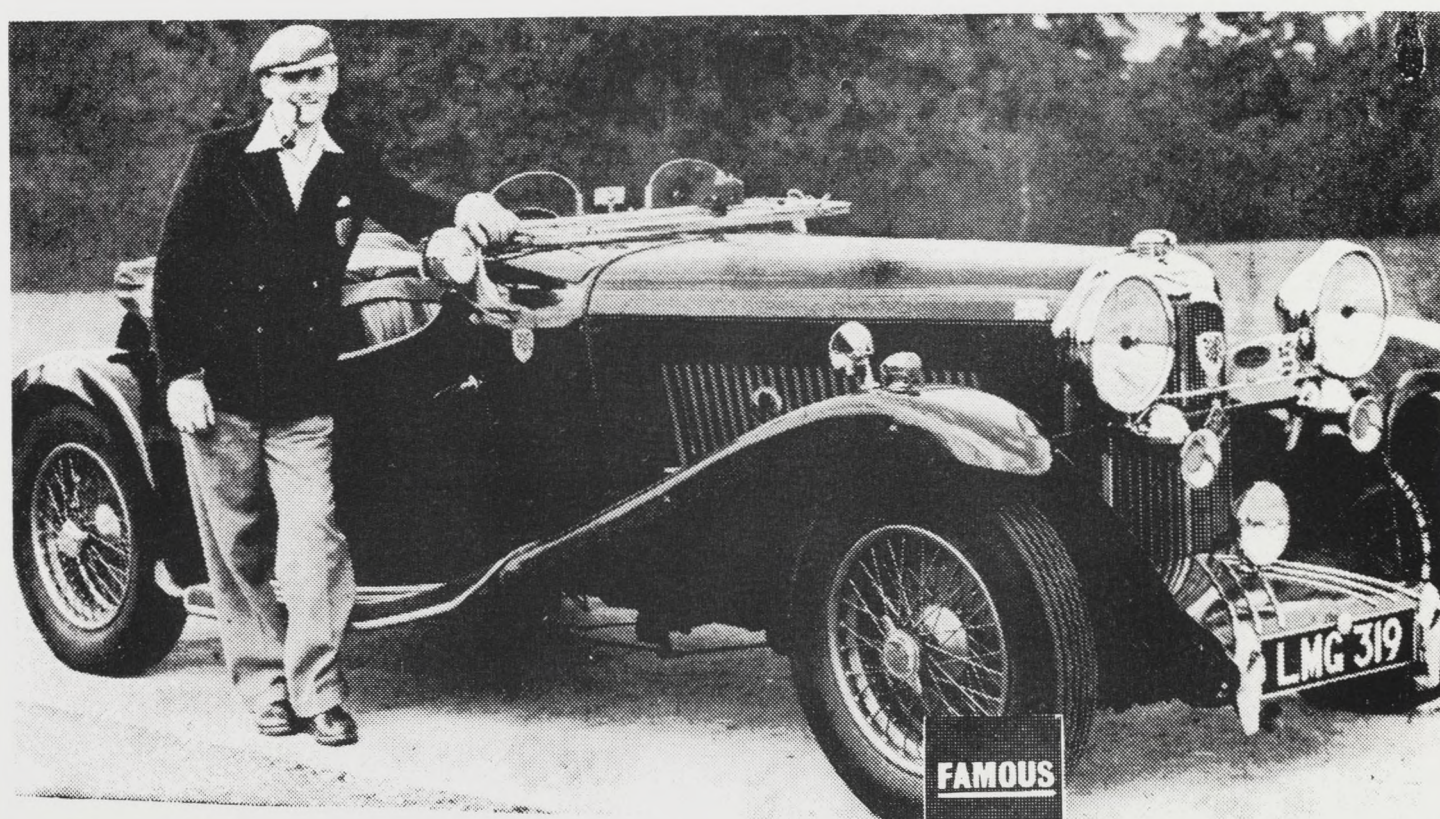
Sadly it was all over too quickly. Twelve months to wait for, hopefully, a repeat of this day in its entirety. (knock, knock Richard).

On behalf of everyone in my party, many thanks Richard and Roger for the all the organisation and effort, resulting in a day to remember.

HARRY TAYLOR



A.M.L. visit—Robbie Hewitt confounds Mike Emmerson. Photo Jeff Ody.



Who? When? Where? See "Letters", page 27.

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 the "Triton" Brantingham, near the A63(T), 10 miles west of Hull.*

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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Tie—blue or maroon Terylene £4.60

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Short history of the Lagonda £0.75

V12 "Trader" sheets £0.75

Scarves (long, with badge) £8.65

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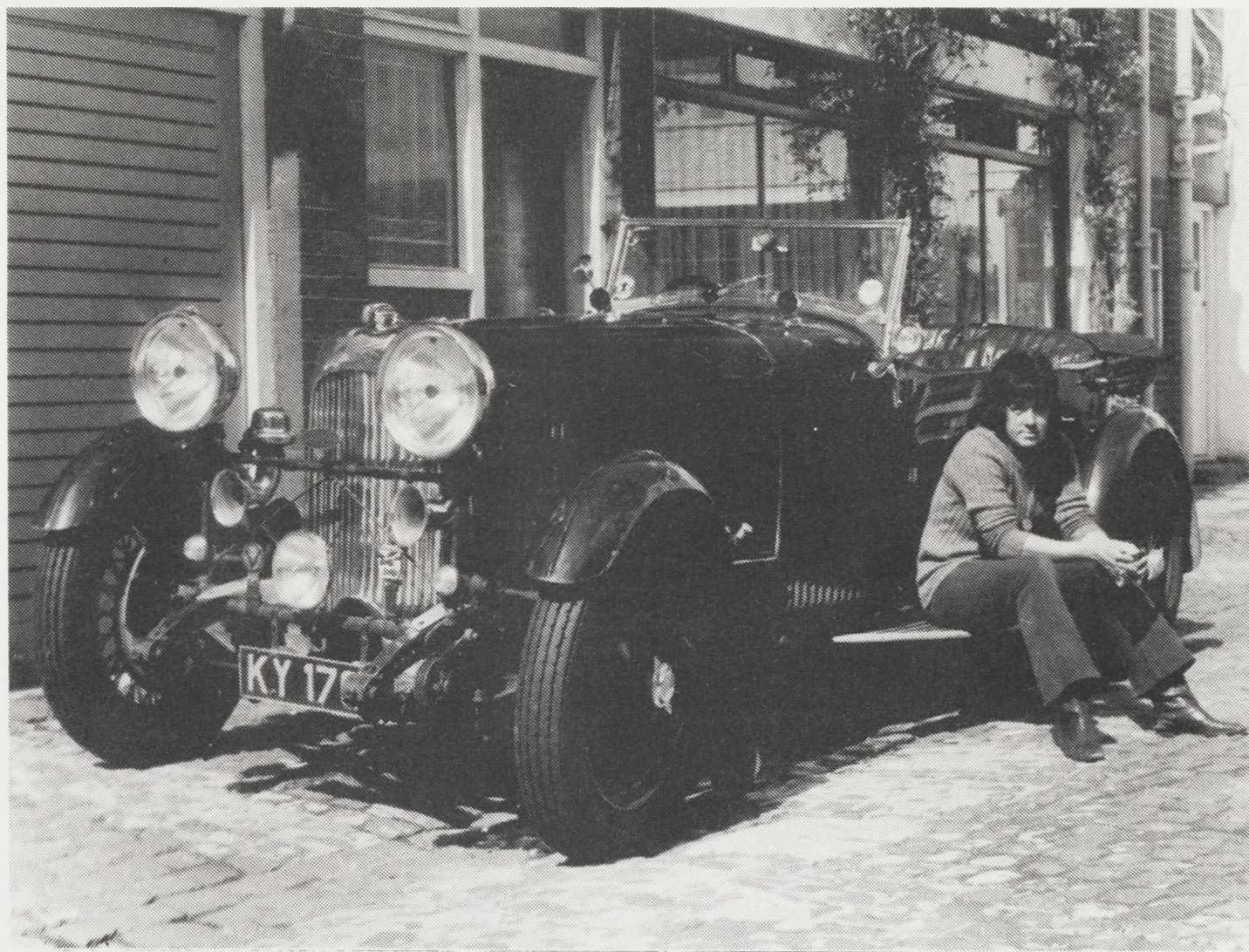
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Auntie does it again

WELL, SHE passed her M.O.T. with flying flags, which I knew she would, otherwise I would not drive her.

Beforehand, the chief in charge of the M.O.T. department decided to carry out the brake test himself by driving her on the road, accompanied by his mobile Tapley meter.

Incidentally, he is a very nice chap and accustomed to vintage cars. However, I couldn't quite see how he would remember central accelerator, gears and watch the Tapley meter at the same time.

All started off well, first gear (you can't miss that one if you are stationary), second gear was fantastic, he really thought it was a piece of cake. "Beginner's luck," I said. Then came third and a horrible graunching noise. When applying the brakes, he looked at the meter at about 15 m.p.h., to my dismay, as the car is capable of

somewhat higher speeds.

So, off we set again, for a short spin, or should I say "Graunch"? Now Auntie has performed this trick on most people regularly, including myself, Jenks, Bill Boddy and countless others. It is the most beastly box ever invented, commonly known as a "Z".

Well, we proceeded. I had previously suggested that I should accompany him, as I could foresee the possibilities. When he slurred around in the box and came up with nothing but ear bending noises, I told him that the only thing to do was to stop and start again from square one. I then resorted to the last move in my repertoire, which is to say "NOW!" when the change would work.

Eventually, having located an appropriate gear, he remarked on how lovely and flexible he found the engine,

after a little pause, I retorted, giving him a little nudge—"Yes, if you can find a gear."

On the return journey, he carefully stopped at small junctions, for no apparent reason, but to start in first and take no chances. At one stage he did manage to acquire a good tail of "modern boxes" behind, much to his dismay.

On arrival, back at the M.O.T. garage, he said to me "I always thought I could drive anything, it would take me 20 years to drive this!" He had fallen in love with Auntie at first sight, but now prefers the 4½ litre Team Car.

Auntie 3 Litre once again won that round!

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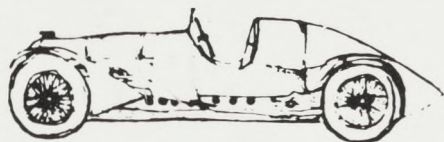
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Lagonda Gear Box— Instructions

REMOVE TOP COVER and dismantle selector shaft and bracket assembly which can be withdrawn by removing the 3 set screws which secure it to the casing and the selector lever which is secured to the selector shaft by a clamp bolt and key.

The selector lever locking slide and pin can now be withdrawn.

The plunger adjustment screws in the gear forks should be slackened off noting the approximate adjustment of them relative to the machined face.

Remove from each fork the adjusting screw, springs pad and ball.

Remove the gear box rear coupling and speedo drive housing which is secured by studs and nuts.

Remove fork selector spindle locating plate and withdraw spindles also the main shaft which now allows the gear forks to be taken out.

To dismantle the constant mesh pinion shaft it is necessary to remove the gear box front coupling, unscrew the pinion shaft plug nut which has a left hand thread and remove front bearer housing when the constant mesh pinion shaft and bearings can be withdrawn.

To remove the lay shaft assembly remove the reverse gear spindle locating plate at the rear end of the box and withdraw the spindle and gear. The lay shaft bearing housings at each end of the casing should now be taken off. Unscrew the lay shaft bearing clamping nut at the front end of the gear box. This allows the lay shaft to be moved bodily towards the rear end and allows the constant mesh gear to be released from the lay shaft.

The rest of the gears and the shaft can now be withdrawn.

To re-assemble reverse above sequence.

The gear is made by a dog clutch. This is formed by the end of the main input

shaft and the centre splined portion of 3rd gear on the main shaft. Although 3rd gear is quite thick only about the first 3/8" actually slides over the main shaft.

With prolonged use both shaft and gear splines wear to give a fine taper which exerts a backwards force on the third gear pushing it off the shaft. The wear is generally not a lot and has to be looked for and at first one may think that the slight taper was to make the gear engage more easily but this is not the case.

To cure the problem ideally one should change both the shaft and the gears, but neither are available off the shelf. It can often be cured by first getting either the shaft right or the gear right. The shaft can be built up at the back end but it needs to be a good job so will have to be done by a firm who knows what it is doing. The way around the third gear problem is to cut the whole of the centre out and press and weld an insert into the gear and then respline. In fact if it can be done only the worn part of the gear splines need to be burned out.

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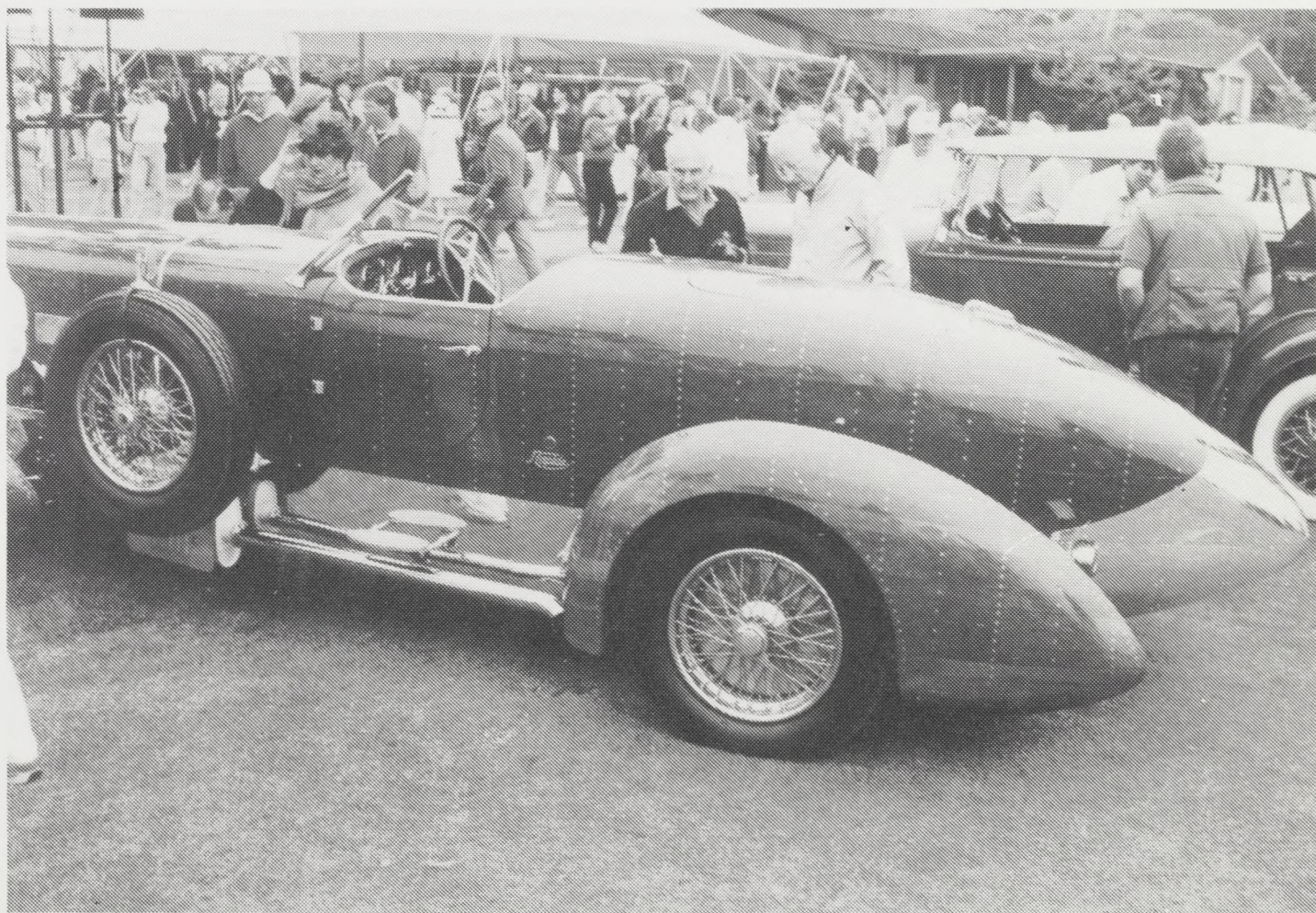
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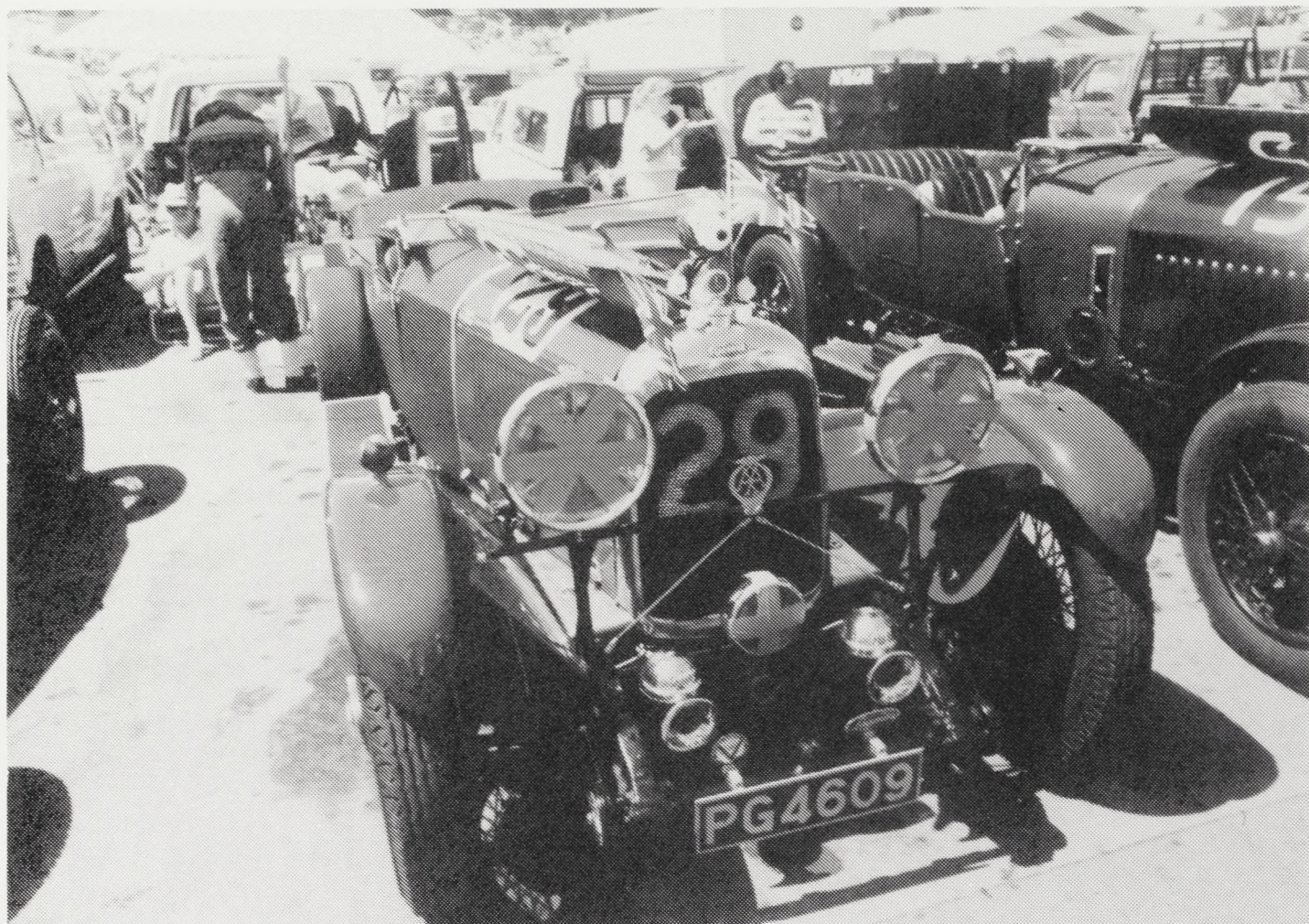
Monterey Report

THE AUTOMOTIVE Press has been awash with stories about the glory of the Monterey Historic Races and this year's tribute to Aston Martin. What seems to be overlooked in my opinion is that Lagonda was not the least bit obscure during the festivities, in fact a class at the Pebble Beach Concours d'Elegance was devoted to Lagonda 12 Cylinders, with six magnificent examples in full regalia. Surely the most unusual must have been the V12 Rapide rebodied of wood and brass, owned

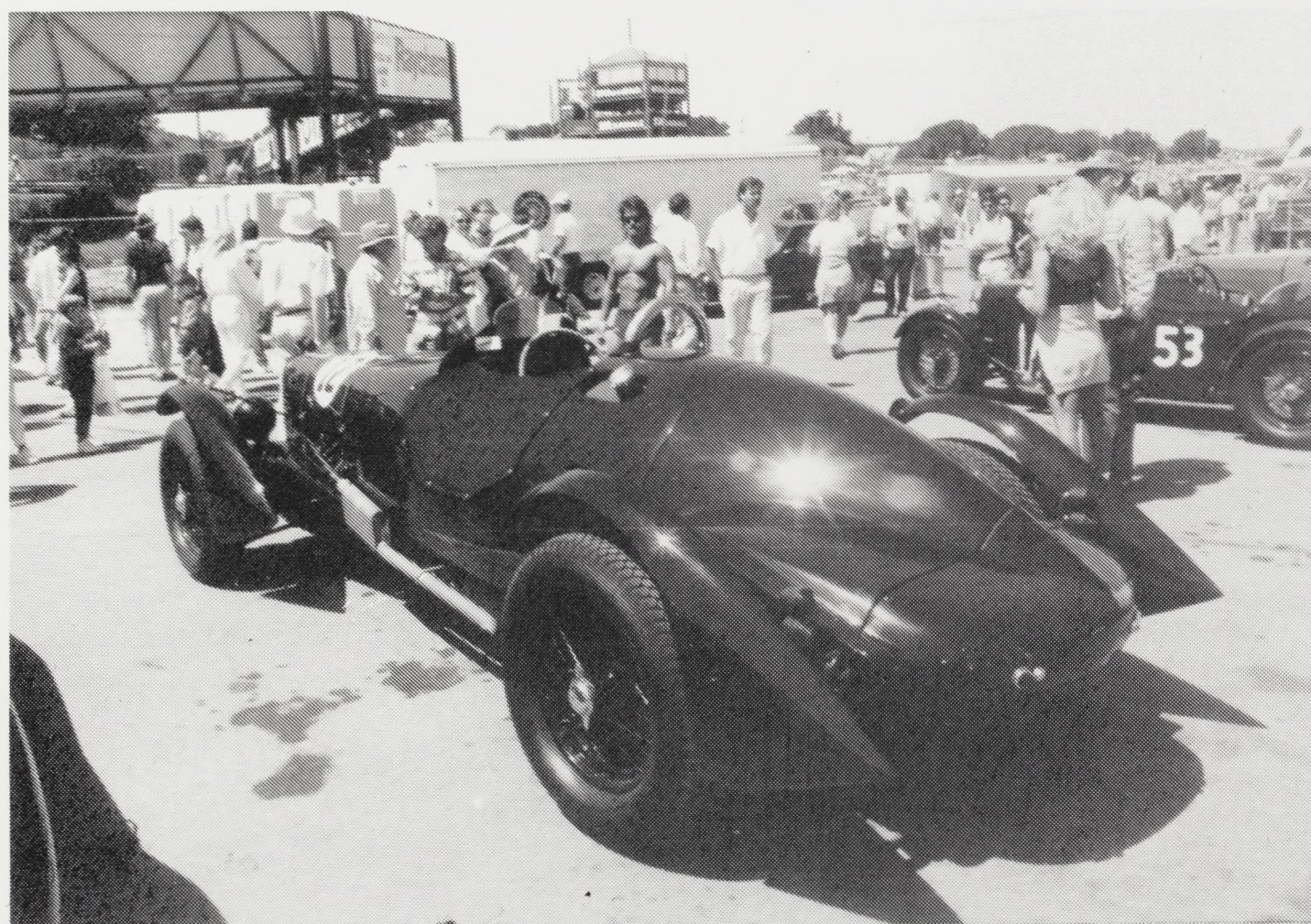
by the Blackhawk Collection. At the A.M.O.C. Concours there was also a Lagonda class, with 1st place being awarded to Constance Laub in their magnificent LG45 Drophead Coupé. All of us in attendance will surely never forget that the coldest winter we ever spent was a morning at a California Concours d'Elegance in the Summer of '89 (with apologies to Mark Twain).

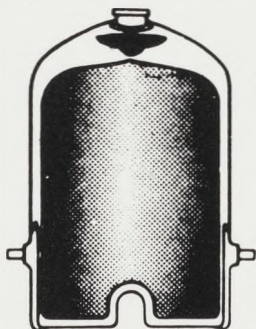
CHRISTOPHER M. SALYER





Lagondas at Laguna Seca, see "Letters", page 27.





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Jottings From The Chair

I SEE from the Autumn issue that my last notes concluded with the awfulness of the A.G.M. weather, but the magazine as a whole was brightened up enormously by Dick Sage's very comprehensive account of competition activities by Lagondas during the year.

Now that we are at the winter solstice, the summer weather seems an age away and there is a real 'closing down' feeling about Club events since September. On the vintage front, the Chairfamily entered the Amilcar in the VSCC Light Car Section Driving Tests at Spye Park in Wiltshire, for daughter Kate to drive and, as her first competitive event, it was a great success, despite winning no prizes. Since then, she has had her first exposure to driving GT, the 2 Litre Lagonda. Despite the differences between the two cars, she managed to get the feel of the gearbox, both up and down changes, without any apparent difficulty. Astonishing what youthful adaptability can do!

Young Nancy learned to drive the Amilcar around Prescott, but isn't insured for the road yet. I am hoping that one or other of them will enter it in the VSCC Brooklands Driving Tests in February, so that I can enter GT.

We marshalled as usual at the VSCC Lakeland Trials in November and, once again, were placed under President Crocker's command on Drumhouse section. There were no Lagondas entered, as usual, but Roy Hatfield's club party brought out a good selection of spectating Lagondas, including a red M45 tourer, a 2 or 3 litre saloon (reportedly) and Roy Cohn's LG45 team car EPE 97,

accompanied by what looked like a Springfield Ghost Rolls. One way of keeping a good set of tools available I suppose. Our members Paul Tebbett and Roger Firth were both competing, both in 1100cc Rileys, whilst long-standing non-member Dearden Briggs was also "in attendance".

December was a disappointing month, both mechanically and Clubwise. Before we had gone two miles in GT on our way to a weekend with Suffolk members James Woolard (2L HC) and Nick Portway (V12 saloon), we suffered the dreaded blower drive failure and had to crawl home ignominiously with the bits windmilling around unpleasantly. We completed the weekend by modern car. We later discovered that, despite some years of R and D by Phil Ridout, the bendix arrangement on the drive shaft had been unable to cope long-term with the impact load when the ignition spits back. A securing pin had sheared and the bendix splines had twisted too.

I have replaced it with a temporary fixing, but am tempted to try a simple shaft of EN 14T or similar material, without any shock protection complexities, but relying on torque reaction, in the same way as a V12 torsion bar, or a half shaft. Phil says it won't work, but I must see. Our Editor doesn't claim to be an expert on supercharger drives, but points out that his supercharger is driven directly off the front of the crankshaft and only bent its drive shaft when one rotor broke up and jammed in the casing.

The Club's disappointment was the Film Show. For years the films themselves have



been more of an interruption than an asset to the evening, but this year we not only deleted them, we failed to call the evening "The Film Show" regardless. Result: the seasonal trigger was unable to germinate in members' minds, they failed to reach for their chequebooks and we received only five replies. So we had to cancel. Humiliating and, for me, the sad loss of a very enjoyable club evening.

My personal compensation has been the success of the Club Christmas card: for a pleasant change I got the design organised early in the year and had time to agree a respectable product with the printer, for sale from the A.G.M. onwards. We sold out the first order of 2000, ordered a further 1000 and sold out again, so I hope we can do a repeat performance for 1990.

For the Chairfamily, 1990 opened with our visit in OG (3 Litre), to the VSCC New Year's Day meeting at Adstock. James Woolard, in Roland Grindell's (loaned) M45 won the distance for his journey of over 100 miles from Bury St Edmonds. If our printers can do their usual magic with the photographs which were taken in very dull weather, you will see James waving

his prize, a bottle of what "Quack" Young was wont to call "the stags dying breath", in the panorama shot of the car park at this popular and well attended event.

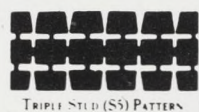
Also present were Roger Seabrook in LC 2 Litre (in front of Alfa, top left), Jeff and Hillary Leeks (LC 2 Litre, but came in Sumbeam Talbot), Nick Portway (V12, but came in Vauxhall, next to Bentley in centre), plus JGO in the 3 Litre (centre left). This was a very successful event, organised by Richard Odell, who is not a Lagonda Club member but owns a 12/24.

To close, a quotation from Count Lurani's foreward to Kenneth Neve's "A Bit Behind The Times", which I received at Christmas: "I am happy to hear old engines fire, to listen to their rumble and thunder, to recapture the thrill of driving the cars and to breathe again those aromatic fumes". He goes on about the perfume of ladies, but I like the bit about hearing old engines fire, it really gives the feeling of bringing them to life.

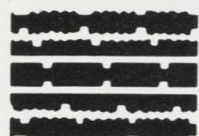
So, here's to a happy new season to all of our Club!

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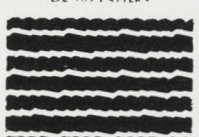
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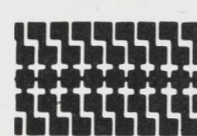
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Letters

Dear Ken

I regret to inform you that my New Year's Eve Celebrations were distinctly marred through being told by a member of the Bentley Drivers' Club that Lagonda was an anagram of "gonadal".

Although on reflection I can conceive that this can be construed to be complementary as well as derogatory, I am desperately hoping that fellow members can come to my aid with appropriate ripostes.

Yours sincerely

GEOFFREY DOREY

Dear Ken

The former owner of WG 19 has sent me the enclosed newspaper cutting of LMG 319. The article on Vivian Leigh on the reverse side will give you the year if you know her date of birth! (It asks "How does Vivian Leigh keep her beauty and her figure at 45?" Does anyone know when this might have been published? Ed.)

The proud owner was a member of the Club then, but there is no mention of the car in the 1989 membership list. I wonder if it has survived and who he was.

Yours sincerely

ROBIN MICHELMORE

Dear Ken

I've been meaning to write since the Magazine arrived—

1. To thank you for the mention in it under the photograph of the ex-Henry Coates LG 45 Special. I thought it was a nice touch, in as much as I believe it collected more awards for me than it did for Henry, (in which context, remember, I had it in competition for over 17 years, against Henry's 4½ years).

2. Regarding our Pub-Meet, it's still on the first Wednesday, but is now at the 'Triton', Brantingham, near the A63(T), about 10 miles west of Hull.

Sincerely

ROY PATERSON

Dear Ken

At long last I have photos of the Monterey Historic Auto Races held at Laguna Seca on August 17-20. It was rather spectacular, as usual, but especially for us local Lagonda Club members, with representation in the races and with many Lagondas at the concours meeting at Pebble Beach.

The pictures show the "Le Mans" pits, with many Astons in view, then the V12 of Richard Morrison of Salina, Kansas and the 2 Litre of Graham Wallis of California. The latter is the same car which I snapped and sent to Tony last year from Sears Point.

Best regards

STUART MacROBBIE

Dear Mr Painter

Regarding technical articles about the pre-war Lagondas, it seems to me that the success of this excellent idea is going to hinge on the production of the drawings. Writing is relatively straightforward. The production of a drawing, whether three views, isometric or perspective requires a less common experience. I have several small articles in draft about the 2 Litre that are hung up on this one. My hand sketches are all very well, but for publication a more professional finish is, I feel, necessary.

One question is therefore whether we have a suitable qualified and willing artist amongst us able to make beautiful illustrations.

Alternatively, one could resolve to accept hand sketches, reducing them to sharpen up and photographing them onto high contrast paper to clean them up.

Another possible way to proceed might be simply to accept that for a print run of perhaps 200 the figures might be hand drawn, the text typewritten and the whole reproduced by Xerox copying at original size.

Yours sincerely

CLIVE DALTON

Dear Ken

Many thanks for the latest issue of the Club magazine. I enjoyed the article on Motorama.

I have to accept that the best car probably won the day, though I still feel that it's a bit like me turning up to a WI beauty competition with Brigitte Bardot as my escort instead of my wife! (If that was the case, why did your car win the previous year and Brigitte Bardot not get a mention? Ed)

Turning now to Brian Cook's letter, I hope that the Committee will support this splendid idea.

The suggested assembly of technical data or production of a workshop manual would be absolutely invaluable.

Now is the time to put in hand such a project, while there are still those around with the technical experience and ability to help with it.

By way of an example, when I had a problem with my own gearbox I telephoned Alan Brown. By return of post came a letter telling me exactly what to do and how to go about it and I enclose a copy of what Alan sent to me (See P20, Ed)

What we need to do is to sit people like Alan down in front of a particular component with a dictaphone.

Yours sincerely

ANDREW GREGG

P.S. I hope that the response from the membership with regard to the technical papers workshop manual is slightly more enthusiastic than that received by me for the new spares project. I have received two letters, one from Arnold Davey and one from Nick Portway, via John Oliver!

Dear Editor

With reference to the Editorial in the last "Lagonda" and the letter from Brian Cook, I would not like to see technical articles reproduced yet again. Some of the more senior members have probably seen them twice already.

Instead, I suggest that somebody compiles a list of articles that have appeared for models other than the 2 Litre, to complement that published in the issue

for last spring. Those that want an article, but have not got it would then write to somebody (the Editor?) who would produce a photocopy for, say, 50p a page, the profit going to the Club.

As for providing a mini workshop manual, I wonder what is wrong with the manuals now available, or do they not cover everything?

If anything more is wanted for the M45, I have got several typed pages (from Ivan?) which may add to the official manuals. If required I could try and photocopy them, but I don't guarantee the quality as they used to live under the back seat.

Yours sincerely

ANTONY LOCH

Dear Valerie

I am writing to express my sincere thanks to the Committee and to all Club members for the very generous presentation to me at the Annual General Meeting. The replica of the Densham Trophy now hangs on the wall in pride of place above my collection of trophies.

I would like to wish the new Treasurer well in his task and I am sure that, as a professional accountant, he will do a much better job than I, as an amateur, have done.

Once again, many thanks to you all.

Yours sincerely

ALAN ELLIOTT

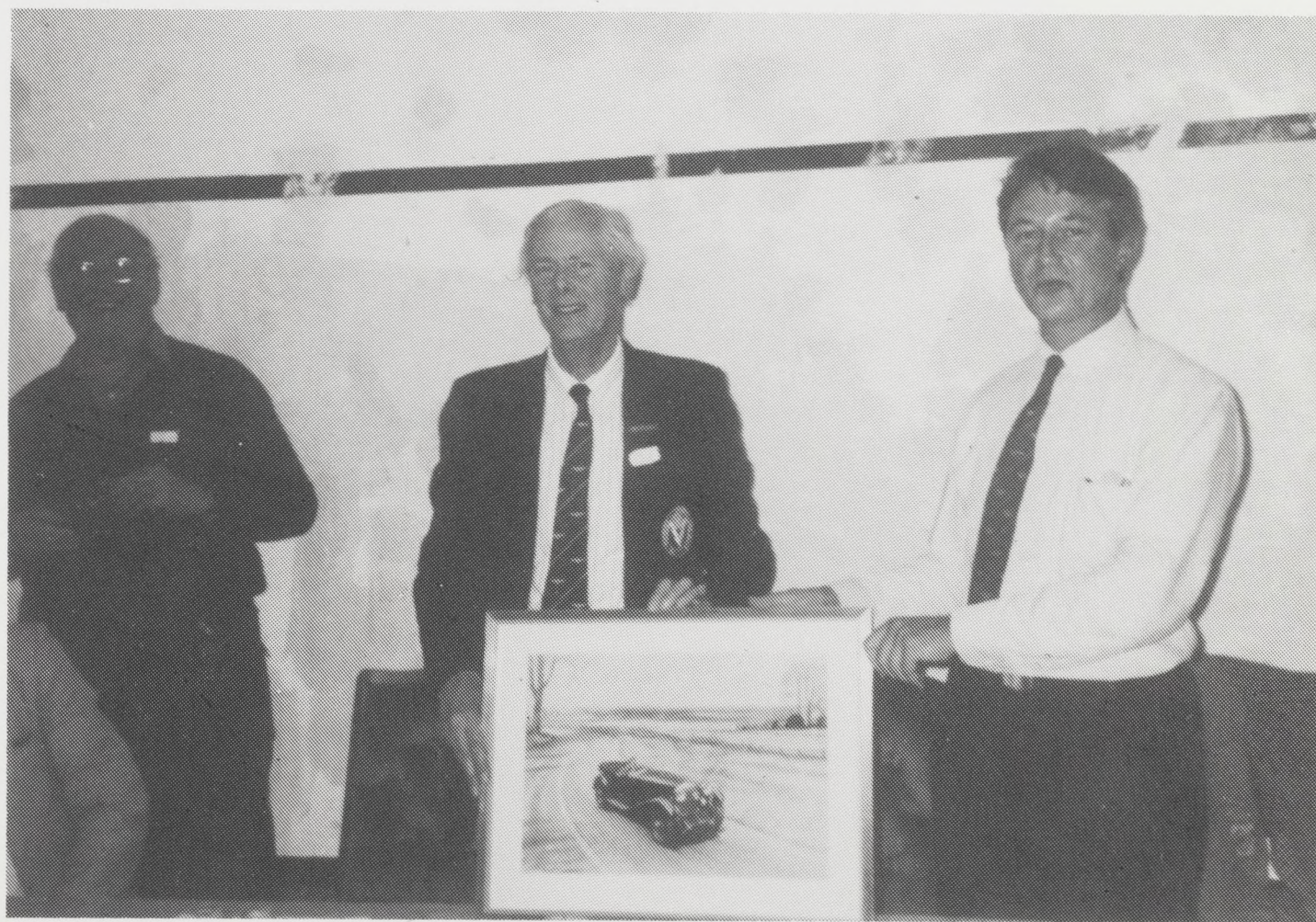
Ken

Could check up on something that's bothered us? The Lagonda Club Register of Members 1989 had 60 overseas members listed as NR (No Register Card returned). Since we were among those, I then had to ask myself "When did I receive a registration card?" I don't recall receiving one and the same question should be asked the other 59 overseas members . . . did they also not receive a card requesting the information?

Also in the Preface, it states that in addition to cards sent out earlier this year, "some additional information (was obtained) from the Club's archives". Really? Many of the U.K. and Overseas members listed as NR have been owners of Lagondas for years and years and have



A.G.M. September, Harold Happe receives his farewell gift from Mr. Chairman Ody.



... and Alan Elliott receives a replica of the Densham Trophy.

been loyal, dues paying members but information on their cars was omitted!

The statistics from the latest listing are: (2% error for finger-counting)

U.K. Members	Those listed NR	%
593	147	24

Overseas Members	Those listed NR	%
142	60	42

When combined, 207 members are listed NR against a total membership of 735 . . . or 28%. With that many information cards still missing, I'd suggest that another appeal be sent out before going to the bother of printing a register with 28% of the information missing on dues-paying members' cars.

I wrote to Harold Happe, the former USA representative, sometime ago about this matter. Since then, Christopher Salyer has taken over as our USA representative and I will send along a copy of this note to him.

Please see if you can arrange through the proper officer of the Lagonda Club another appeal for ownership information and the issuance of a supplement to the Register. The current issue simply falls far short of being as comprehensive as it should be.

Fraternally

HARRY ROBINSON

Dear Valerie

Please relay this to all the Lagonda Club Committee members—how very pleased we were to receive such a beautiful gift in appreciation for our three year service to the Club—and meeting all you nice people we have been in contact with over the years.

We hope we can continue to be of some service to you all and to Chris Salyer, our new U.S. Rep.

Thank you again,

Sincerely

PEGGY AND HAROLD HAPPE

Peggy and Harold were presented with a Royal Worcester flan or cake dish at the A.G.M., as a mark of the Club's

appreciation of their sterling work as American Representative. It was a real pleasure to see them and so many other of our American members at the meeting. Ed.

Dear Ken

I did not stay around for the A.G.M. for fear of becoming damper than I already was and, therefore, did not hear discussions surrounding the accounts of the Lagonda Club Limited.

However, it must be noted that John Oliver's hard work in running the Club spares scheme helped enormously in making the Club profitable for the year.

Perhaps a member of the Committee could explain why the magazine costs and the newsletter costs have risen so dramatically over the year, considering subscriptions and entry fees have remained virtually static during the year.

Yours sincerely

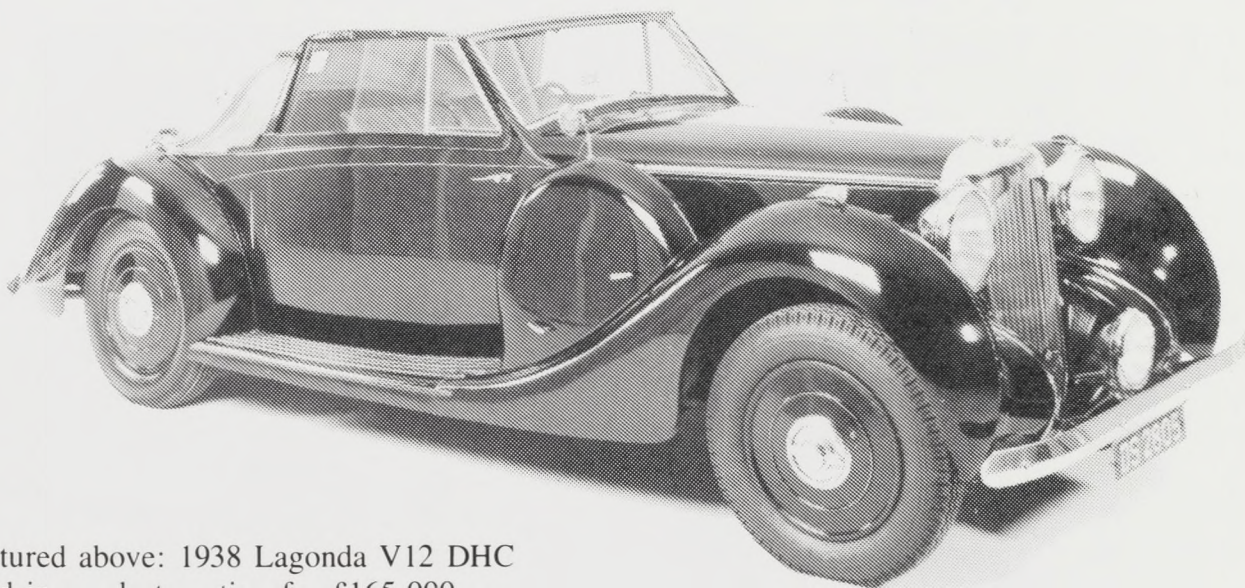
PHILIP ERHARDT

Where shall we start? The magazine has been bigger and there was a membership list published as well. The Newsletter has also been bigger, with longer spares lists with each edition. The costs of producing the Newsletter and posting it to you were increased when the company were taken over recently. Postage costs have increased considerably and this is not something we can forecast when the budget is planned each year. The subscription was increased last year and, regrettably, we were forced to increase it again this year. When the spares scheme was introduced, we could not be sure that it would operate at a profit, but we made it a separate part of the Club's activities, so that any losses would not result in further increases in subs. It is now a highly successful venture, but the prices are kept as low as possible and all the profits are ploughed back to provide an improved spares service. If the Spares service was expected to subsidise the other activities of the Club it would mean that the prices would have to be increased. Is that what members want? Ed.

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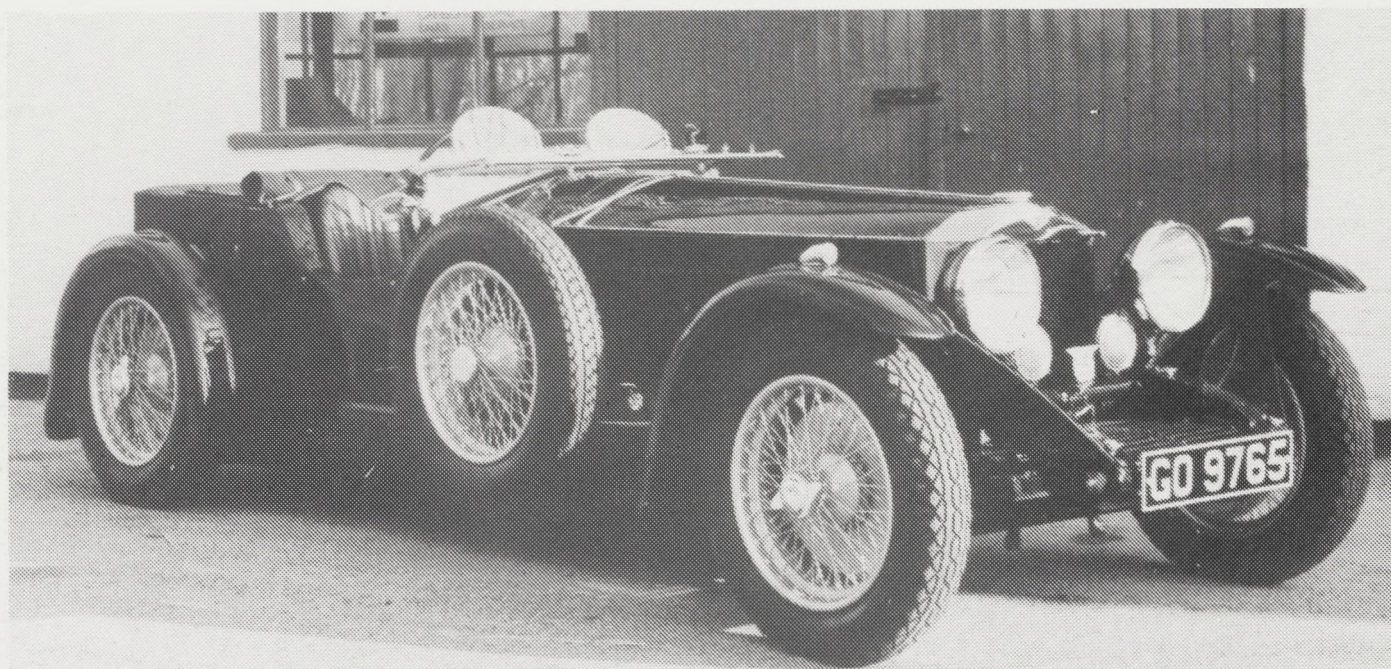
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