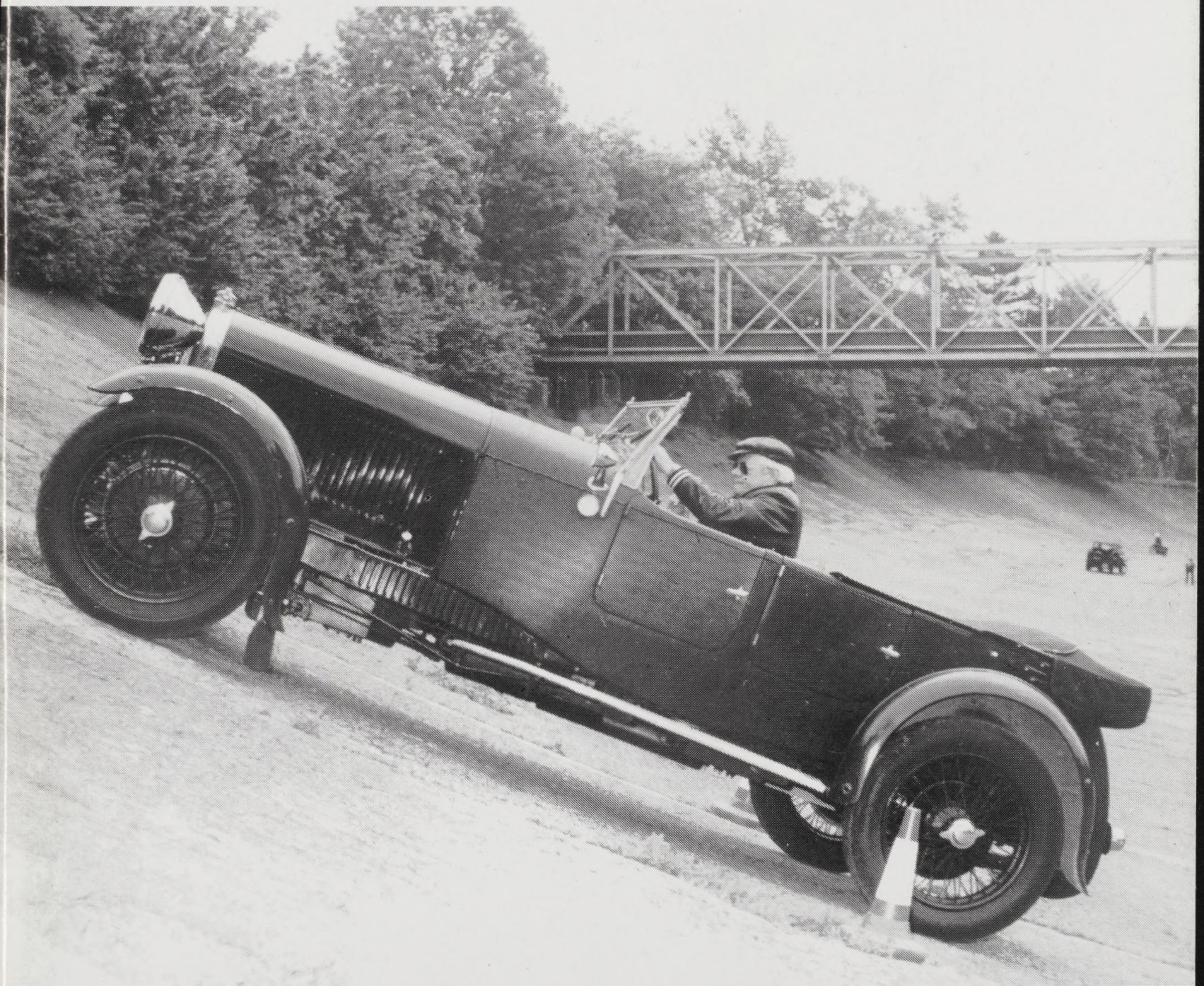




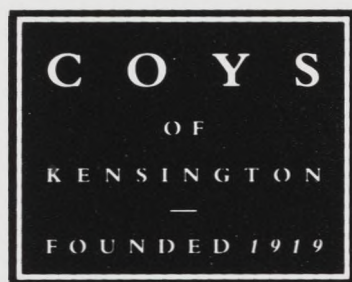
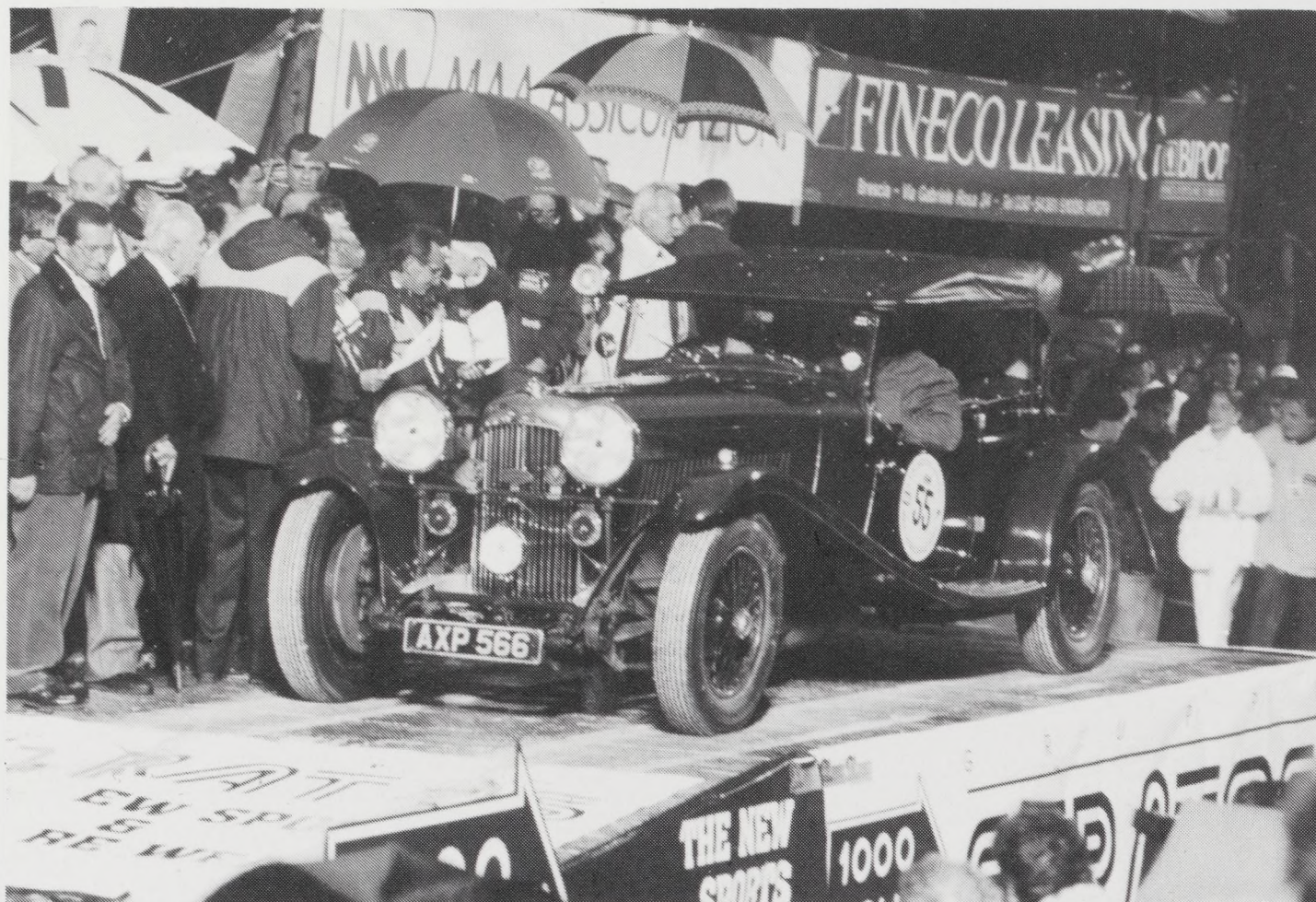
THE MAGAZINE OF THE
LAGONDA CLUB

Number 149

Summer 1991



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MAGAZINE

Issue No. 149

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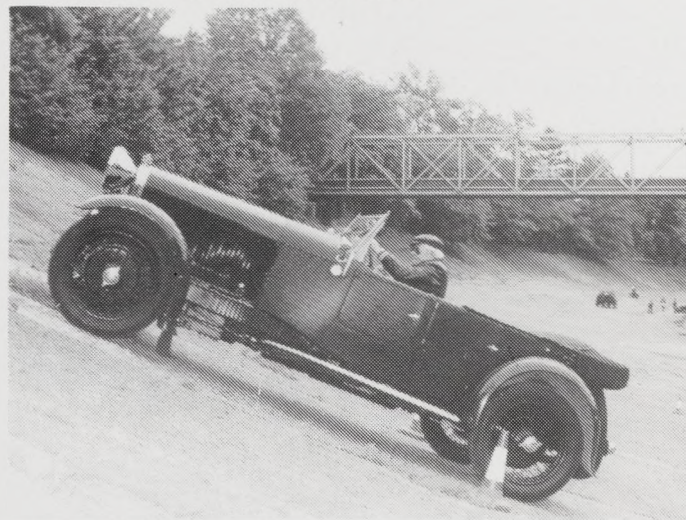
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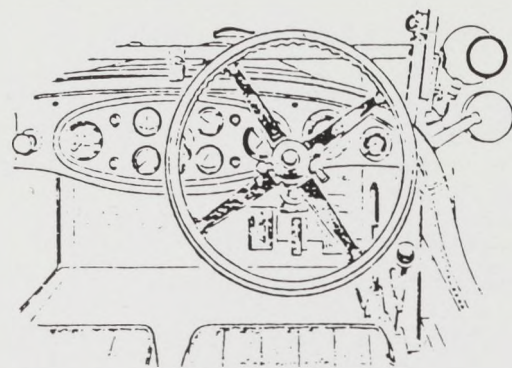
FRONT COVER

JOHN OLIVER, 2 LITRE LOW CHASSIS, AT MCC'S 90TH ANNIVERSARY DRIVING TESTS AT BROOKLANDS.



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From the Driving Seat



The previous magazine was late and I owe you an apology. The Painter clan decided to enter our car for a full season of VSCC events and preparing the beast took from November to the Thursday before April Silverstone. We never even heard the engine run until the Tuesday before the race meeting, so work of any other kind, even the sort I get paid for took a very poor second place until our car was ready. It is running pretty well now, so I have run out of excuses.

It came as a bit of a shock to realise that April Silverstone was held 21 years and one month since I had last raced, yet, every year since then we had intended to start entering events again "as soon as we have sorted out all the little problems on the road." Eventually I had to admit that, problems or not, I just shouldn't delay any longer. We found – and resolved – more problems in thirty minutes of high speed practice than we would ever have experienced in a whole season of road use.

For those of you who have been wondering if you should have a go at this racing game, all I can say is don't hesitate any longer! Whoever it was who said that sex was the most fun you can have without laughing had obviously never tried motor racing. Adam and I both agree that VSCC meetings have never been more enjoyable and we look forward to many more seasons of sheer fun. The only trouble is that young Adam is consistently faster than his old father and that does the self esteem no good at all. Do any of our more experienced racing members have any useful suggestions?

But back to the lateness of the last magazine. At the beginning of each year the printers and I agree on a timetable for

the production of each issue. No doubt they do the same with every other customer who needs his printing at a set time. As soon as I delay sending the 'copy' for the magazine I lose my reserved slot in the queue for the printer's facilities and the magazine is then fitted in as best they can around all their other work. Of course this can create even further delays, so your favourite magazine gets further and further behind. Don't blame the printer though, blame your Editor and remind him that these problems would never have arisen if he had chosen to race a Lagonda and then had access to our superb spares service. How does eight months to find and to modify a suitable set of inlet valves grab you?

K.P.P.

40th Anniversary Annual General Meeting Weekend Studley Priory, Oxford, Saturday/Sunday 14th/15th September 1991

As the major Club event of the year, the AGM weekend is planned to be a very relaxing social and informal family event, including a visit to a steam railway museum and official Club Dinner on the Saturday, followed by the AGM and concours on the Sunday.

Saturday 14th September

- Members, families and cars meet from 11.30 am onwards at Studley Priory, Horton - cum - Studley, Oxford.
- Picnic, or bar meals available.
- Depart, 2.00 pm for Buckinghamshire Railway Centre.
- Tour of Steam Railway/Restoration/Museum areas from 2.45 pm - approx 2¼ hour visit, adults £1.50, children £1.00 entry fee.
- Club Dinner, 7.00 pm for 7.30 pm at Studley Priory (smart clothes) - £19.50 exclusive of wine. Please make a special effort to attend this major official function, bookings, with cheque payable to the Lagonda Club, to Jeff or Hillary Leeks by 5th September.

Sunday 15th September

- Arrival and social gathering at your leisure.
- A.G.M. commencing promptly at 11.30 am.
- 12.30 pm onwards, social gathering. Bar snacks or pre-booked lunches available or bring your own picnic.
- 12.30 pm - 2.00 pm. Judging of cars for concours. Including members most desirable car award.
- 3 pm concours winners photographs

- Club spares will be on display only
- Club regalia will be available for purchase
- Members are encouraged to bring their surplus spares for sale or exchange.
- Commercial traders can pre-book space at £50 for the weekend.
- Departure at your pace and time.

Accommodation is available at Studley Priory on Friday and Saturday night at a special price of £100 inclusive of VAT per person, including formal Friday evening dinner, breakfast on Saturday/Sunday mornings. Book direct on 086735 203, mentioning the Lagonda Club. Standard rates apply for Saturday night only accommodation.

Alternative local bed and breakfast accommodation in guest, farm, or private houses is available, contact Jeff or Hillary for list. Any further details can be obtained from Jeff or Hillary Leeks on 024024 3188, leave a message on the answerphone if they are not available.

The Lagonda Club Committee looks forward to seeing all the Club's members and their cars at the Studley Priory weekend.



RICHARD HARE - AN APPRECIATION

If ever a motor car and its owner were ideally matched then DXV 167, a black 1937 Lagonda LG.45 drophead coupe, and Richard Hare could be said to be an exemplary case in point. Richard's style of driving, smooth and relaxed, was ideally suited to the long stroking Meadows' engine and this together with the maintenance of high average speeds over long distances were very relevant to the conducting of a 2½ ton sporting tourer. Consequently, having found each other entirely suitable for each other's needs and style, Richard enjoyed some forty-six years of happy ownership of DXV 167 and a long association with the Lagonda Club.

Richard Paul Fordham Hare died on January 22nd this year, leaving behind many friends and colleagues who, while

saddened by the loss, could count themselves fortunate in having enjoyed his friendship in their own particular sphere of activity and interests. Born on August 6 1915, Richard was educated at Dulwich College after winning an open scholarship at the age of 12 which says much for his scholastic abilities at this early age. Completing his education at 18, Richard's first employment was with a firm of tea importers in London. His career path was to change within twelve months, probably through his growing interest in engineering and physics, by his acceptance of a position at Johnson Matthey, the metal refiners. Richard was to remain with this company until his retirement at the age of 63 achieving the position of Manager of the Specialised

Components Division with some 100 staff under his wing.

Richard's war years were spent in the Royal Air Force as a commissioned officer and flight engineer with the squadrons, having volunteered for the RAFVR at the outbreak of hostilities. It is typical of Richard's modesty about his own skills and achievements that none of his friends were aware until after his death that he had been "Mentioned in Despatches" and as yet the circumstances are still unknown.

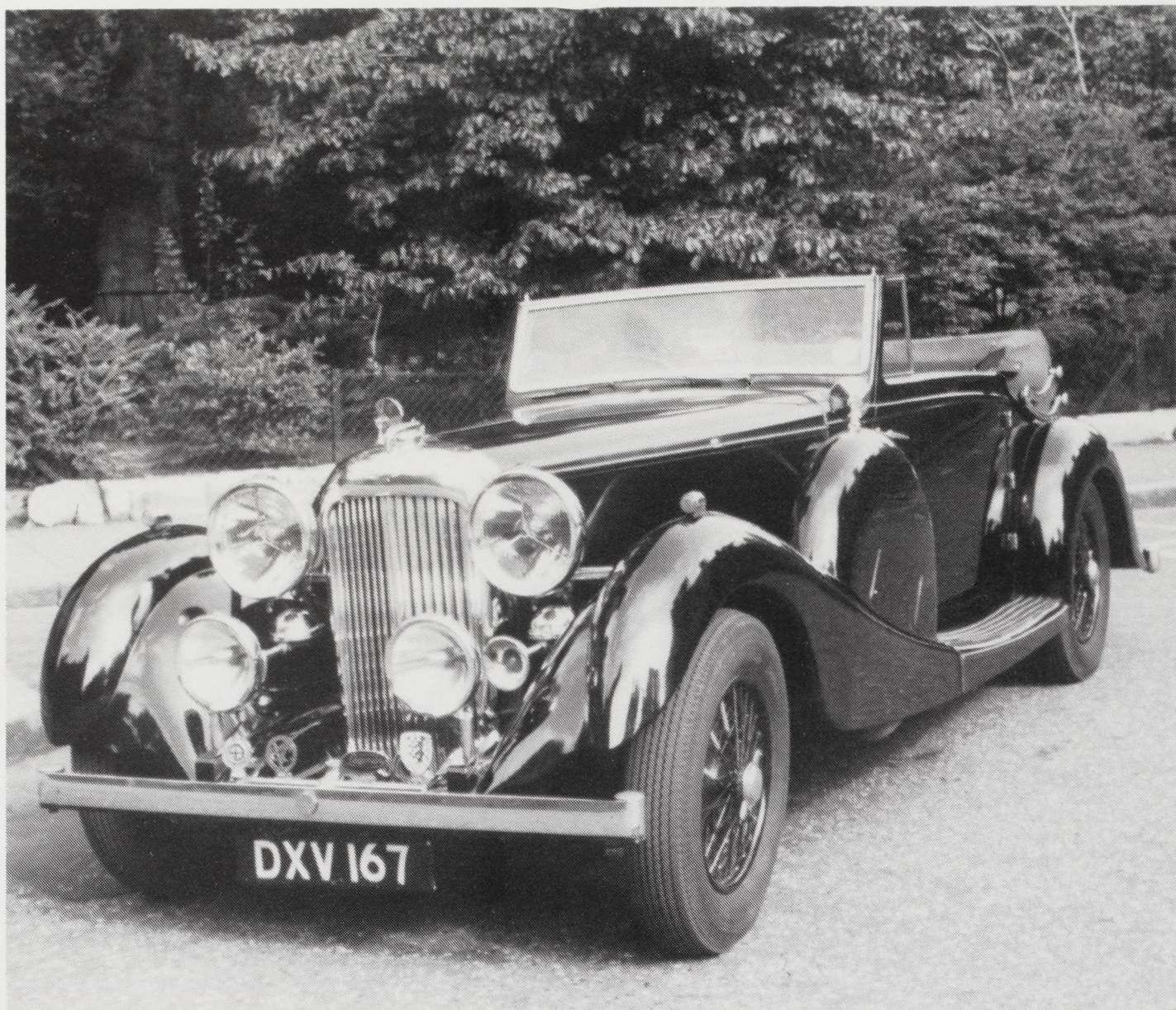
With the acquisition of the LG.45, the Lagonda Club naturally played a large part in Richard's life and in January 1957 he joined the Committee as Assistant Competition Secretary to Dr. S.C. Rexford-Welch (Rex) and then as Competition Secretary until 1963 when he handed over to James Woolard. He served the members well in this capacity, competing in many Club events - Silverstone, Firle, BDC Eastbourne, etc. He returned to the Committee in October 1984 and remained a regular at Committee meetings right up until his sudden death. He was responsible for organising the "short" Le Mans trip with much care and attention to detail and on another occasion, at very short notice, he guided a small party of members and their cars along part of the Loire Valley. DXV 167 won many concours awards and was lovingly maintained by Richard as near to its original condition as was possible for a car over 50 years old.

In more recent years, his long friendship with the Late Bernard Garrett enabled Richard to look after the mechanics and well-being of the Veteran cars Bernard owned at various times - an Imperial, a 1898 Lutzmann and then an 1893 Benz. The last car, being a very early example of the Benz marque, was the subject of considerable research by Richard. He drove these cars in 23 of the London to Brighton Commemorative Runs, the last occasion being 1989 and, in the majority of cases, finishing the course in the required time.

Richard also had a keen interest in cycling and was a member of the Norwood

Paragon Cycling Club for some forty years. Despite starting his club cycling career at the mature age of 32, Richard proved to be a highly successful rider in the long distance timed trial events and went on to establish a number of club records. Not least of which was the feat of covering 422 miles 1383 yards in 24 hours in June 1950 - at 35 years of age! His love of planning long journeys combined with a patent dislike of bureaucracy is best illustrated in the cycling club's own magazine. I am indebted to Jim Taylor of N.P.C.C. for its inclusion here: "He (Richard) organised many continental tours during the fifties. These were always to the more mountainous areas, and his idea of an "interesting" route was one which took the party up at least one major Alpine pass every day, and preferably one without a metalled surface. These tours were always enlivened by numerous incidents which, serious at the time, were looked back on with much humour. One of these occurred during a tour of the Pyrenees in 1953 with Dan Hadfield, Bill Arnold and myself. Spain in those days was a Fascist country with an impossible bureaucracy and very unfriendly police. When we tried to cross over the border from France, we discovered that the documentation for our cycles was incomplete and apparently the only way to get the forms signed was to present the cycles to the local town clerk. As we were not allowed past the frontier post, manned at that time by armed militia, we were in a very tricky situation. Richard, never one to be defeated by petty officialdom, spent two hours arguing the finer points of international law before we were allowed past."

Need I say more? This episode perhaps best illustrates two important aspects of Richard's character - a dogged determination to succeed against the odds and taking quite delight in circumventing red tape whenever it became excessive. In addition, Richard's depth of knowledge over a wide range of subjects provided much interest and pleasure to his circle of friends - his modest nature, old-fashioned courtesy and generous nature



doubled that delight. Argumentative? Perhaps, but only when principles and standards were at stake and these matters were very important to him.

The funeral took place at West Norwood Crematorium, in South London and was very well attended by friends paying their last respects, the Lagonda Club being strongly represented. Richard will be greatly missed by all who knew him and especially by Sheila Burke, his close friend and companion for many years, and Richard's family. The Club extends to them its deepest sympathy in their considerable loss. Richard will always be remembered with great affection by my own family.

A.W.M.



Jottings from the Chair

I see from the Spring Magazine that my last ramblings just preceded the Northern Dinner at Monk Fryston. As planned, we used the run to bed in the new ZE gears from Don Hoggard in the 3 litre, extended our trip to a tour of the Yorkshire Dales and a meandering run down the east coast, a total of over 900 miles. As usual, Herb Schofield made the Northern Dinner a great success and shoe-horned yet more people into the room, to the disbelief of the lady proprietor. I hear talk of being able to bargain with hotels these days, and I think the regular hikes of prices at Monk Fryston would make them a good target for this policy.

During our tour we met up with a number of members, who extended great hospitality in the certain knowledge that we had no time to stay long, including Hoggard the Gears himself, Mary and Ian North, James Wollard, Roland Grindell, Nick Portway and John and Susie Batt. A very nice way to use the Lagonda and meet people.

Since April, we have visited April Silverstone (bitterly cold); the Ben Benevolent Home at Sunninghill with Jeff Leeks; the Singleton Village Museum, organised by Jeff with Alan Rendall; the VSCC Boulogne bicycle day, which gave back problems later; July Silverstone (unspeakably awash); the Anve Trois Vallees Rally in Normandy (second prize in the concours!), again organised by Jeff Leeks; and John and Sue Walker's At Home among their exotic flowers and spotless cars in Ascot. It is all too easy to spend every weekend – and much of the time in between – on vintage motoring events and I sometimes think that life could be

very empty without a vintage car. We have much to be grateful for.

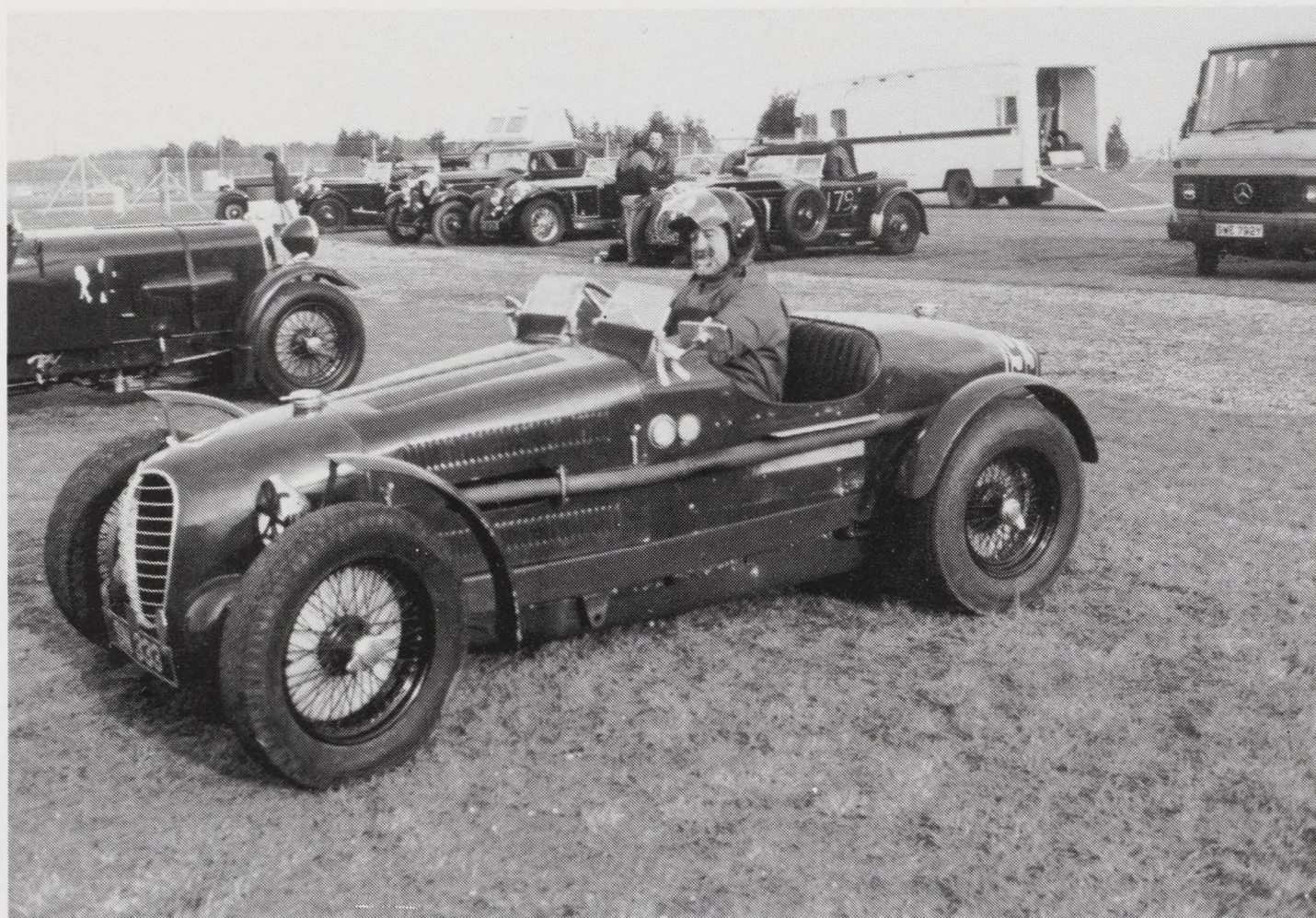
The Singleton Village picnic produced an entertaining turnout: I am always fascinated at the way different events attract such different groups of people. Mike and Pat Wheeler turned up with W 330, the famous black and white T3 2 litre, so nicely rebuilt by Peter Whenman some years ago. (I see that he now advertises a similarly painted VDP Continental, which is most attractive. David Vernon came from the south coast with his family LG6 standard saloon; Phil Ridout with his new "inlet over exhaust" HC 2 litre; Geoff Seaton in the ever-lasting GH 1251; Bill Evans in another high chassis; Kit Waistell in his ZMBS 3 litre tourer; and Alan Rendall and family in Robbie Hewitt's black team car BPK 201. Also attending were an Aston Martin V8 and three Bentleys, a fine day out.

As I close, the next big events in sight are Prescott Hill Climb and the Club's AGM. We rashly took two cars to Prescott last year, for two daughters to compete, without trailering and I have never been so nervously exhausted and am relieved to hear that at least one will be out of the country this year.

The AGM is important to your Committee, as we want to explain and inaugurate the proposed new Club organisation and to nominate our proposed Chairman Elect, David Hine (see photo). Now that we plan to rotate the Chairman every three years, with a 12 month running-in period, we should reach new standards of freshness and quality control. David has agreed to be the first guinea pig. It will be good to have another



Alistair Barker fireproofs his wooden leg at April Silverstone



The Editor at April Silverstone



Our proposed Chairman Elect: David Hine

Chairman from the north, after such a long interval since Herb Schofield and David Hine has charm, intelligence, courtesy, vigour, imagination, slim legs, hairy chest and charisma too. See you at the AGM, I hope.

TTFN.

JGO

Technical Hint 1

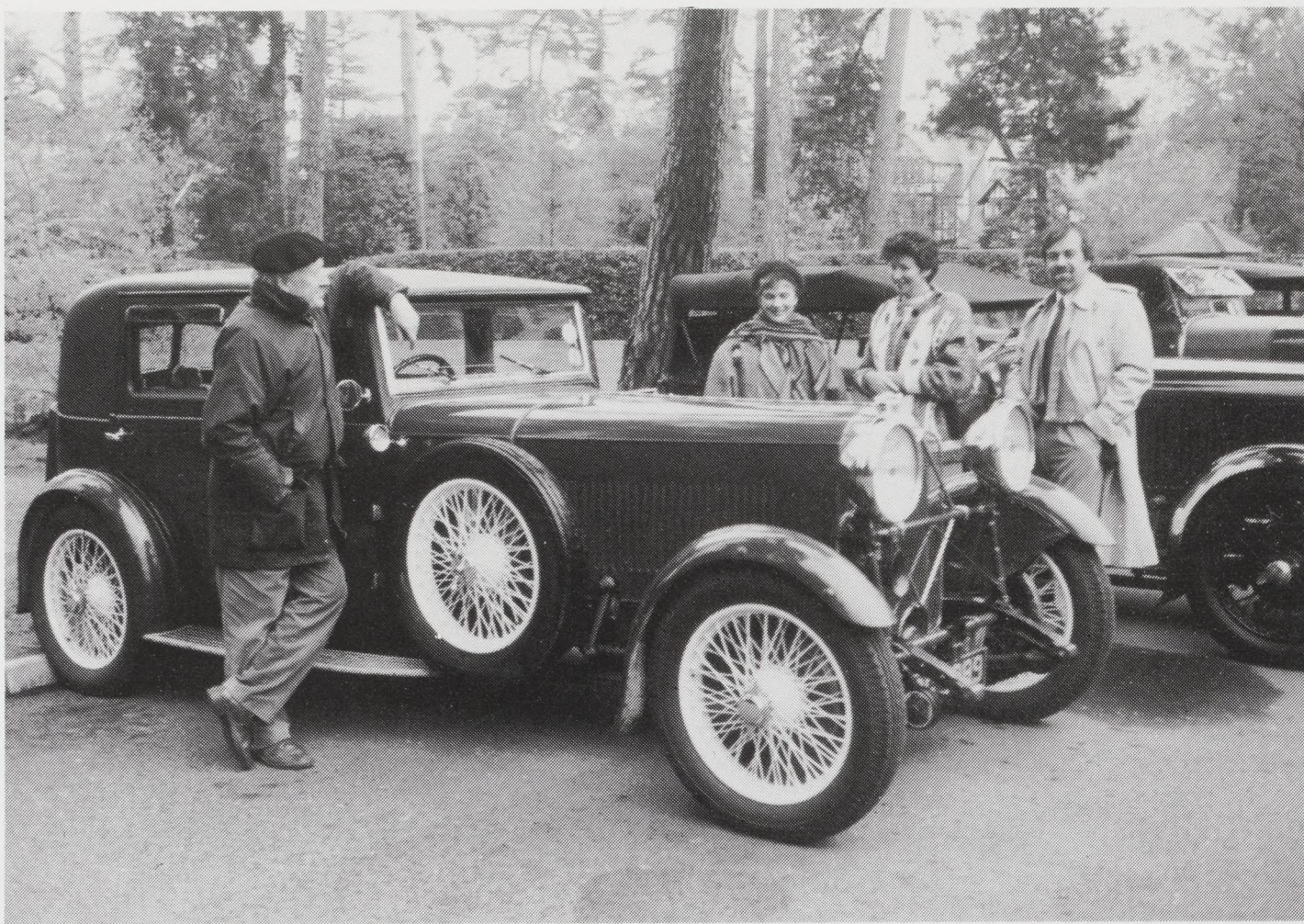
We arrived at Monk Fryston with me complaining uncharacteristically about OG going so slowly and Dave Berry promptly said "Have you checked the carb pistons?" Sure enough, the oil reservoir had dried out and both the small and large diameter sliding surfaces were sticking. A polish with a rag and some oil in the top transformed the car.

Technical Hint 2

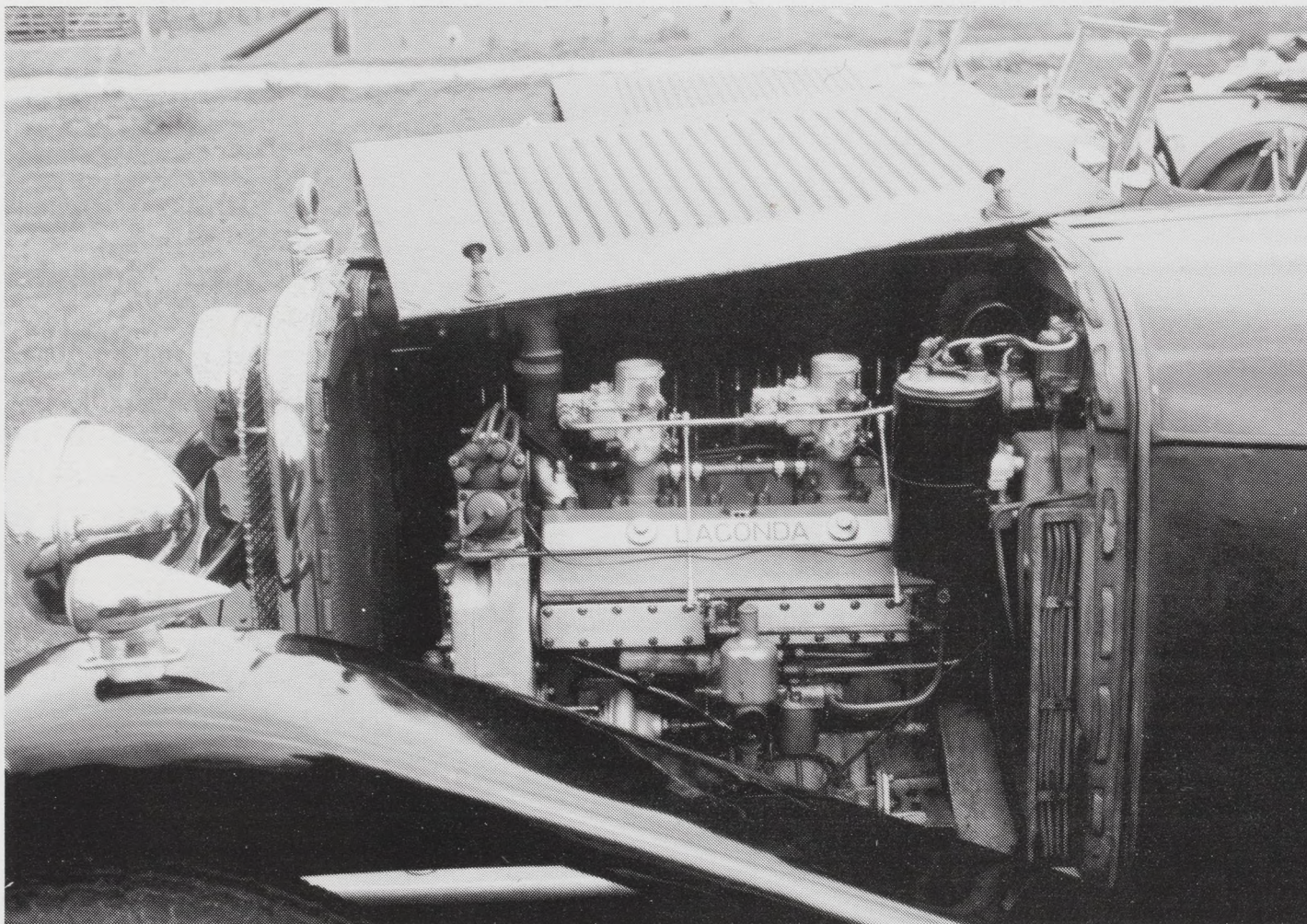
Clutch stop adjustment on the 2 litre and early 3 litre cars can be the source of great frustration. The general principles of clutch stop setting is described in one of Rivers Fletcher's books as being two distinct positions: zero operation for the first part of the pedal movement, to allow

for double declutching on down changes without interference, and positive operation for the second part of the pedal movement, to slow the first and second motion shafts for up changes.

I struggled long and hard to get this principle to work on our 3 litre, with little success. To apply the separation of the two modes, you need to tighten up the pressure spring on the clutch stop, to get a "late but hard" effect at the pedal. Smooth up changes seem impossible with this setting. Much more successful is the opposite: slackening off the pressure spring until it is scarcely compressed at all, then introducing the contact of the clutch stop arm rather early in the pedal movement, ie "early but soft". This fudges the Rivers Fletcher principle rather, but seems to work more easily in practice.



Jeff Leeks and guests at the visit to the Ben Retirement Home



Phil Ridout's triple carb setup

Spares News July 1991

Only the second deadline Ken Painter has asked me to meet and already I am in danger of missing the post! If the following script sounds a little rushed that is why!

The Spares Scheme fax is now in operation and I wonder if a few people are unwilling to come to terms with the synthesised chat that precedes calls when I am out, or in and hiding sometimes! Please bear with me and the machine, it does help me to provide a better service to members, at least if the phone is engaged a nice lady politely tells you so! Rumours that this is the last Mrs Oliver speaking to you from her resting place in the glass case on the mantelpiece are untrue.

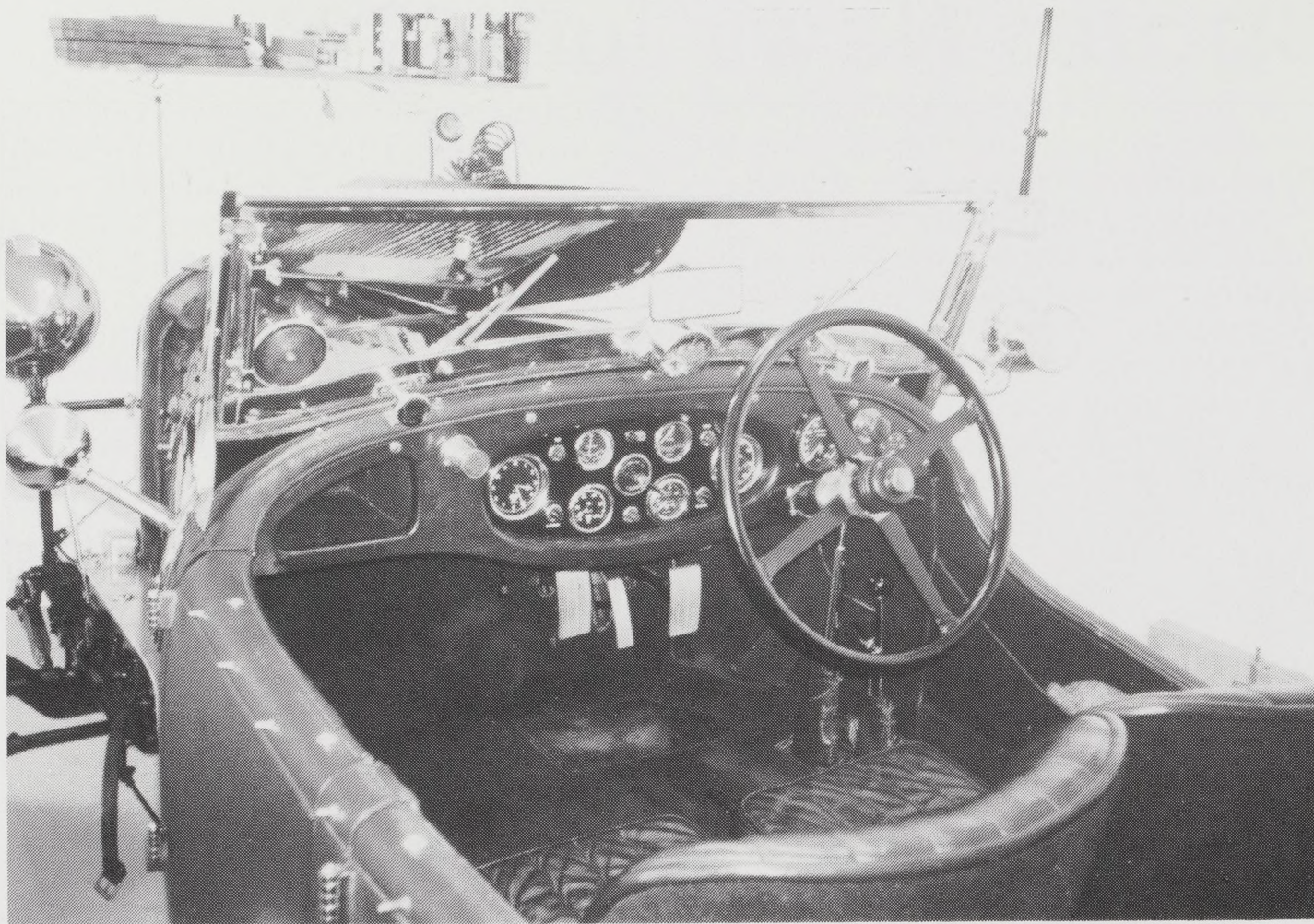
By the time you read this Colin Bugler and I should be deep into the computerisation of the Club's accounts and hopefully once the younger generation of our families have explained to us how to cope with the modern computerised age, the exercise will restore the sanity of our long suffering treasurer Clive Peerless. Clive is not really too sympathetic towards my lack of accounting knowledge though he hides his feelings very well. I only wish I could add up in a hurry, every time I speed up I miss out something of real importance to the auditors.

My 2 Litre has finally gone to its new home and new member Digby Elliott, otherwise known as the "Joker" is I hope, a satisfied customer. No recriminations Digby but you did stretch my faith in human nature to the limit! The 2 Litre's last outing in my hands was to the M C C's 90th anniversary celebration event at Brooklands, and the photo shows my unsuccessful attempt to complete one of the driving tests by driving straight up the banking from a standing start. It wouldn't go would it. That's one reason I want a 41/2. The Test Hill was no problem though Digby, so don't fret! Whilst I am on the subject of Brooklands our local paper this week has reported on the latest troubles of the Museum Trust which is apparently running out of money (again) and have

cut their staff of 20 (!) down to 15 (!!). As a local ratepayer or whatever I shall be called next year, I do wonder what became of the half a million quid the council gave the trust a while ago? They do seem to have got through a lot of dosh, but then the "right crowd and no crowding" brigade probably understand these things better than I do. Incidentally what has become of the Brooklands Society?

A Mr Lamburn, an ex apprentice of Lagonda at Staines and currently a Rapier owner has written suggesting a possible overdrive conversion project taking advantage of his earlier experience with Autotransmissions of Coventry and installations added to Bentleys. The V S C C would not be overly enthusiastic if an overdrive equipped Lagonda turned up at Silverstone, but if you want to get in touch the telephone number is 036 786 316. Similar and tried installations are available in kit form from John Cockayne at Coldwell Engineering in Sheffield; 0742 30154. Clifford Walmsley can now provide formed radiator slats and LG bonnet handles; 0772 865709. Peter Whenman has asked me to mention that the replacement clutches that I keep for LGs apart from needing the transfer of your existing "tower" from the old unit need the fixing holes to be sleeved since the drilling is slightly larger than the pre-war original; ideally the final addition of a dowel after the pressure assembly is properly centred will avoid any out of balance problems. Pressure assemblies and friction plates are usually in stock, the friction plates can be lined with material suitable for competition if required.

The Spares Scheme is currently exploring with Tony Brier the possibility of producing replica Vokes filters for 41/2's, meantime Roger Firth has made up an excellent pair from saucepans obtained from a stall in his local market. Please watch this space! Neville Maine Tucker has taken me to task for omitting mention of the cast iron exhaust manifolds for the



Concours winner! John Walker's 2 Litre supercharged at home



The old and the new - it was good to welcome Maurice Leo back into the fold at a recent Southern Area lunchtime meeting. Maurice's supercharged 2 litre is almost ready for action again, meantime he came in his Ferrari, here flanked by Alex Downie's Rapide.

2 Litre high chassis engine. These manifolds are standard in appearance but have much improved gas flow. Phone Neville on 0635 201377 if you want one. John Ryder has reminded me that he is now even better placed to help members to solve their problems with 2 and 3 Litre cars, particularly with the replacement of worn out transmission components. Contact John on 07466 382. Paul Giannuzzi has produced a few hitherto unobtainable cast parts for his own M45 restoration so if you are in difficulties give Paul a ring on 0795 83225. I am presently exploring with Hans Ruhe the availability of new wheel cylinders for LGs and V12s, more news later.

I have a few secondhand parts available on behalf of members and there may well be a few bits and pieces available on the stands the Spares Scheme is sharing with Vintage Coachworks at Beaulieu next month (stands A151 and A182). There is presently in my garage: a 2 Litre starter; a 3 Litre starter; a 16/80 starter and cradle; a pair of tatty but restorable SUs; a 2 Litre High Chassis dynamo; a 1934 M45R Rapide radiator shell in quite reasonable condition; a couple of really tatty 2 Litre magnetos; a 2 Litre High Chassis crankshaft; a crankshaft of dubious parentage which someone said was Crossley or 16/80, but isn't; a pair of steel trailer mudguards suitable for 13-15 inch wheels; as it is now difficult to get into my garage will someone please buy this lot!

Jeff Leeks is beaver away restoring his postwar 3 Litre and is tackling body rot and wiring loom problems at the moment, but he has accumulated a fair number of bits and pieces some of which are duplicated whilst other parts that he needs might well prove to be more easily and cheaply found if members with similar cars and similar problems were to get in touch. Jeff's telephone number is 024024 3188. Remember too that Martin Cobb on 0342 317008 is a mine of information on the postwar cars, and is happy to share his knowledge with other members.

John Horne in Cumbria is looking for the cast water pump extension piece for his Low Chassis 2 Litre, and has a very nice

pair of restored P100's for sale, phone 05394 32000. Richard Hutchings can supply to order, 2 and 3 Litre side wheel mounts at £100.00 each. Richard's telephone number is 0730 67666. A Mr Jackson in Auckland New Zealand, has phoned offering for sale a 16/80 Drophead Coupe and a 3 1/2 Litre rolling chassis. He is looking for a 4 1/2 Meadows to fit in his 3 1/2 Litre Rapide. This all sounds very complicated but he can be reached on fax 010 64 942 63873 or phoned on 010 64 942 66137. David Webster can help members who need Hobson Telegauges repaired, phone 0530 414265. William Lyou in Singapore is looking for a set of wheels for the Sultan of Johore's "1932 Lagonda Rapide V12" his address is 56 Jalan Rajah Singapore 1232. John Jones 0843 62142 is looking for a 2 Litre or 16/80 back axle complete. John Burroughs 0730 892752 needs an M45 radiator mounting. Henrik Baungaard has some 28HP Morris pistons for sale which can be used in a 4 1/2 Meadows phone 0305 269638. Clive Peerless is in real need of a 4 1/2 Litre Rapide radiator shell and a set of seat runners, 081 946 7784. Paul Giannuzzi has a set of hood irons for sale that should fit a T2 body, 0795 83225. Mr Clayton 0423 883696, needs exhaust manifolds for his 16/80. Dick Raynes needs an LG starting handle, 071 987 5859.

I am intrigued to see the series of articles in this week's Times newspaper naming names, and highlighting dubious practices in the vintage car sales and auction world. I see that several of my own reservations about the way vintage car auctions are organised have been identified by the Times journalists. If for example, you go to British Car Auctions at Blackbushe to buy that company Sierra you have always dreamt of, you do at least know whether you have bought the thing or not. The auctioneer tells you when the reserve has been passed. If you are bidding at one of the classic car auctions run by the established London auction houses the best kept secret of the evening seems to be whether or not the car has been sold.

There is though another unpleasantly

grey area that the Times articles have not addressed, and that is the activities of what I term the "closet traders", who are quietly active in many motor clubs like ours. The "closet trader" often buys a car from another member to "love and cherish till death do us part" and then sells the car on a few months later at a very considerable profit leaving a rather disgruntled previous owner to rue his own gullibility.

Many established dealers and restorers who openly deal in cars like ours are members of our club and their enthusiasm and helpfulness can often be beneficial to the Club and the members, particularly where the provision of spare parts and technical expertise are concerned, and I am not being critical of their activities. It is of the "closet trader" that I would give warning. It is all too easy for members who have had their cars for a long time to be unaware of the car's true value and whilst

it is the glib answer to say "seller beware" (what is that in Latin?), and whilst the excesses of the vintage car market have at least temporarily declined, I feel that some informed comment in the Club magazine as to the values of our cherished possessions might not come amiss.

The other nasty area explored by the Times journalists was that of the fakes and forgeries that abound. There is however, little excuse in the case of Lagonda Club members for being hoodwinked in this way whilst Arnold Davey is in charge of the Club's archive, and is prepared to make his accumulated knowledge freely available to members.

Since I am shopping to find a replacement for my 2 Litre at the moment I am particularly conscious of the problems the Times has highlighted this week!

John Oliver



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LAGONDA CLUB MEMBERS SPARES SCHEME

July 1991

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(Please call anytime, if I am not available the answerphone, or the fax, should take the strain!)

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| Block to pump elbow | £18.00 |
| Radiator to head "Y" pipe | £28.00 |
| Waterplate nearside | £20.00 |
| Waterplate o'side High Ch | £28.00 |
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| Cozette inlet manifold | £60.00 |
| Radiator/tank cap o'centre | |
| Radiator cap "T" bar | £22.00 |
| Spare wheel cone | £28.00 |
| Spare wheel carrier | £36.00 |
| Ball ended spinner | £20.00 |
| Front head offtake 3 Litre | £25.00 |
| Radiator to head 3 Litre | £25.00 |

41/2 LITRE:

| | |
|---------------------------|---------|
| Sump, M45, SI, SII, SIII, | £750.00 |
| Water transfer port | £15.00* |
| Water rail | £20.00* |
| Water inlet pump to rail | £26.00* |
| Water pump btm elbow M45 | £8.50 |
| Water pump btm elbow LG | £8.50 |
| Radiator bottom elbow LG | £16.00 |
| Front head offtake M45 | £20.00 |
| Front head offtake LG45 | £28.00 |
| Front head offtake LG6 | £26.00 |
| Back head outtake LG | £24.00 |
| Back block elbow LG | £2.50 |
| Radiator top pipe M45 | £16.00 |
| Radiator top pipe LG45 | £16.00 |
| Exhaust manifold | £150.00 |
| LG Filler Cap Lever | £14.00 |
| LG Filler Cap | £20.00 |

2, 3, + 31/2 LITRE, 16/80, M45, LG45

| | |
|-------------------------|--------|
| Pedal pads | £16.00 |
| Starting handle bracket | £14.00 |

V12

| | |
|------------------------|--------|
| Top water offtake pair | £40.00 |
|------------------------|--------|

GASKETS

| | |
|---------------------------------|---------|
| 2 Litre Head | £47.50 |
| 2 Litre Rocker Cover pair | £4.00 |
| 16/80 + Crossley Head | £60.00 |
| 3 or 31/2 Litre Head | £60.00 |
| 41/2 L Head Copper/copper | £60.00* |
| 41/2 Litre Rocker Cover | £3.50* |
| V 12 Head left or right | £60.00 |
| 2 Litre Exhaust 3 port set | £10.00 |
| 16/18 + Crossley Manifold set | £20.00 |
| 3 Ltr Exhaust early 2 3/4" stud | |
| centres 6 port set | £12.50 |
| 3 Ltr Exhaust late 2 7/8" stud | |
| centres 6 port set | £12.50 |
| 41/2 Ltr Exhaust 6 port set | £12.50* |
| 41/2 Litre Exhaust pipe | £3.00 |
| 41/2 Litre Silencer | £3.00 |
| V 12 Exhaust 12 port set | £15.00 |
| 2 Ltr High Ch Inlet m'fold | £3.00 |
| 41/2 Ltr Water Transfer x 3 | £6.00* |
| V 12 Timing case oil seal | £10.00 |
| 2 Ltr rear axle corks pair | £24.00 |
| 41/2 Ltr Water Transfer x 3 | £6.00* |
| V 12 Timing case oil seal | £10.00 |
| 2 Ltr rear axle corks pair | £24.00 |

STEERING

SUSPENSION BRAKES

| | |
|--|---------|
| Steering box bracket bronze | £96.00 |
| Steering box ballrace pair | £20.00 |
| Perrot shaft 14/60 2 Ltr HC | £65.00 |
| Perrot shaft 2 Ltr LC 16/80 | |
| Perrot shaft M45 | £65.00 |
| Perrot shaft domes set 2 + 2 | £12.00 |
| Perrot shaft springs 2:L+R | £6.00 |
| Kingpins 2 + 3 Ltr, 16/80 set | £150.00 |
| Front axle cotter pin pair | £6.00 |
| Kingpins 41/2 Litre pair | £40.00 |
| Shackle pin 2 + 3 Ltr, 16/80 standard or | |
| oversize send sample | £10.00 |
| Front spring pivot pin | £15.00 |
| Rear spring front pin | £24.00 |
| Shackle pin 41/2 Ltr standard or | |
| oversize grease nipple or | |
| autolube, send sample | £10.00 |
| Steering ball 1 3/16", 1", 7/8" | |
| nipple or autoblube | £15.00 |
| Front wheel bearing inner + outer | |
| 2 + 3 Ltr, 16/80, M45 pair | £60.00 |
| Brake drum stud | £1.25 |
| Brake drum nut | £.50 |
| Brake spring set 2 + 3L 16/80 | ask |
| Brake shoe springs (each) | £.75 |
| Brake hose set x 3 LG6 + V12 | £36.00 |
| Wheel cyl rubs LG6 + V12 pair | £3.00 |
| Master cylinder kit LG6 + V12 | £20.00 |
| Torson bar rubs LG + V12 (set) | £38.00 |
| Steering jnt rubber LG + V12 | £3.50 |

WATER PUMPS

| | |
|---------------------------|---------|
| 2 Litre pump complete | ask |
| 2 Litre shaft | £20.00 |
| 2 Litre dog adaptor | ask |
| 2 or 3 Litre body casting | ask |
| 16/80 early body casting | £28.00 |
| 16/80 late pump complete | £365.00 |

GEARS

| | |
|--|---------|
| 2 Litre Timing gear RH/LH | £60.00 |
| 2 Litre Timing gear bronze | £90.00 |
| 2 Litre Magneto drive gear | £150.00 |
| 2 Litre Rev cntr drive gear | £75.00 |
| 3 Litre Oil Pump drive gear | £60.00 |
| 16/80 Oil Pump drive gear | £60.00 |
| Z Gearbox needles set 2 + 1 | £27.50 |
| ZE Gearbox needles set 2 + 1 | £32.50 |
| M45 Distributor gear small | £35.00* |
| M45 Distributor gear lg | £35.00* |
| Scintilla Vertex gear sml | £35.00 |
| Scintilla Vertex gear lg | £60.00 |
| Crown wheel & pinion 13/43 for 3 Ltr / | |
| 2 Ltr M45, M45R, LG45, LG45R, LG6, | |
| + some 3 Litre | £375.00 |

RUBBER & FABRIC

| | |
|------------------------------------|--------|
| 2 + 3 Ltr engine mount pad | £2.50 |
| 2 + 3 Ltr dynamo/str coupling | £8.50 |
| 11.9 + 12/24 drive disc | £38.00 |
| 2 + 3 Ltr 3 layer drive disc | £38.00 |
| 2 + 3 Ltr 2 layer drive disc | £32.00 |
| 41/2 Ltr + V12 drive disc | £38.00 |
| 2, 3, 16/80, 3 Ltr/2 Ltr bump stop | £7.50 |

| | |
|-------------------------------|--------|
| 41/2 Ltr bump stops lge + sml | £3.50 |
| 2 + 3 Ltr Gearbox rubbers set | £24.00 |
| 2 + 3 Ltr radiator bush pair | £6.00 |
| LG45 radiator rubbers pair | £12.50 |
| Fan belts 3L, M45, LG or V12 | £6.00* |
| 2 + 3 Ltr top hat moulding | £16.00 |
| 41/2 Ltr bonnet moulding | £26.00 |
| 41/2 Ltr "Y" rubber | £26.00 |

CLUTCHES

| | |
|--------------------------------|---------|
| 2 + 3 Ltr driving pins x 4 + 2 | £70.00 |
| 2 or 3 Ltr springs set 6 | £12.50 |
| 2 + 3 Ltr steel driven plate | £65.00 |
| 2 + 3 Ltr friction disc each | £32.50 |
| 2 Litre starter ring screw | £95.00 |
| M45 steel driven plate | £65.00* |
| M45 friction disc each | £32.50* |
| M45 springs set 12 | £26.00* |
| LG45 carbon thrust bearing | £20.00 |
| LG45 carbon thrust brng clip | £.75 |
| LG45 Clutch less tower | £95.00 |
| LG45 Driven plate | £40.00 |

VALVES

2 LITRE

| | |
|------------------------|--------|
| Valve thimbles set x 8 | £24.00 |
| Springs double set x 8 | £24.00 |
| Spring retaining cap | £7.50 |
| Collets set | £20.00 |
| Rocker pin | ask |
| Rocker | ask |

16/80 CROSSLEY

| | |
|-------------------------|--------|
| Inlet + exhaust | £8.00 |
| Springs double set x 12 | £40.00 |

3 & 31/2 LITRE

| | |
|-----------------------------|--------|
| Inlet + exhaust valve 72mm | £12.50 |
| Inlet + exhaust 75mm + 80mm | £10.00 |
| Springs 72 or 75mm + 80mm | £35.00 |
| Cam follower springs x 12 | £12.50 |

41/2 LITRE

| | |
|------------------------------|---------|
| M45 slotted valve in + ex | £12.50* |
| Sanction 1 + 2 valve in + ex | £8.00 |
| Sanction 3 + 4 inlet valve | £8.00 |
| Sanction 3 + 4 exhaust valve | £8.00 |
| M45 valve thimbles set 12 | £24.00* |
| LG45 valve thimbles set 12 | £24.00 |
| M45 springs double set 12 | £30.00* |
| LG45 springs double set 12 | £35.00 |
| Cam follower springs x 12 | £12.50* |
| Spring retaining cap | £8.25* |
| Rocker shafts set x 3 | £75.00* |

V12

| | |
|---------------------------|--------|
| Series 1 inlet valve | £8.00 |
| Series 1 exhaust valve | £8.00 |
| Series 2 inlet valve | £8.00 |
| Series 2 exhaust valve | £8.00 |
| Series 1 springs set x 24 | £96.00 |

OIL PRESSURE RELIEF SPRINGS

| | |
|------------------------|-------|
| 2, 3, 31/2, 41/2 Litre | £4.00 |
|------------------------|-------|

LEATHER HIDE

GAITERS

| | |
|----------------------------------|-----|
| 2 + 3 Ltr, 16/80 steering drop | |
| arm & track rod end gaiters | ask |
| 2 + 3 Ltr, 16/80, 31/2 Ltr, M45, | |
| + LG45 steering drop arm | |
| gaiters | ask |

Late 3 Ltr, 31/2 Ltr, M45, + LG45,
track rod end gaiters ask
Rapide drop arm rear gaiter . . . £17.50
Perrot shaft gaiters pair . . . £17.50
a few red ones left at £10.00

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Sill plate 15" x 1" £24.00
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Greasing point instruction plates
pair 2 + 3 Ltr 16/80 £8.00
Cozette s'charger plate . . . £10.00
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Winged badge flat £32.50
2/3 Ltr Blue Enamel badge . . £32.50
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LG filler cap cork £ .50
LG filler caps complete . . . £260.00
Castellated brass tank cap . . £36.00
2 + 3 Ltr Radiator cap corks . . £ .50
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in brass machined £26.00
LG starting handle bumper cap ask
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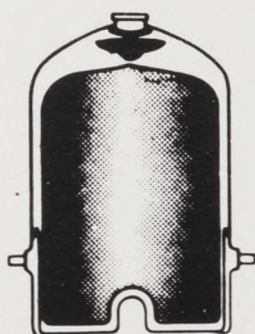
M45 Hand brake assemblies.

JOH COCKAYNE, COLDWELL
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The Restoration at Brooklands

Brooklands Museum, or more correctly the Brooklands Museum Trust Ltd., is rolling into life this year following an inaugural meeting in April. Jeff Leeks got wind of the event through Peter Rapkin of the Aston Martin Owners Club, and a dozen Lagondas with stalwarts like himself, Walkers, Downies and Seatons turned up with about 160 Astons for the occasion.

Morag Barton, the Director, is tackling the job of raising commercial sponsorship energetically. "It would have been lovely to get everything finished and then have an enormous launch," she says. "But with limited resources we decided to open up and develop as we go."

The physical assets are impressive. Brooklands was built in 1907 by landowner Locke King, an early driving enthusiast, and the space in the middle of

the three-mile track was immediately attractive to early airmen. Motor racing, flying, motorcycling and cycling events were held up to 1914, then in the 20's and 30's it became a fashionable meeting place as well as a speed venue.

Aviation companies expanded from 1939, and much of the circuit was built over. After the Wellingtons and Hurricanes came civil aircraft up to the VC10.

As the aircraft companies merged, British Aerospace became the major owner of Brooklands, and some of the production areas fell into disuse. There remain through all this, however, the 1907 Brooklands/Clubhouse; the one in four Test Hill, an impressive swathe of the track known as the Members' Banking; several of the sheds were used by racing teams, tuners, tyre suppliers and other



Lagonda Motor Fete at Brooklands. The Parade for the "appearance" competition 19th July 1930



Lagonda Motor Fete at Brooklands. The Exhibition of latest models in the paddock 19th July 1930

service providers, plus fuel installations.

Early aircraft buildings include the timber shed into which A V Roe and friends lifted the 1907 Avro when it was pieced together again after transport by road from its birthplace - a Putney coach house.

When British Aerospace sold a section of the site including these remainders of air and track heritage to Gallahers, part of a complex deal with the local council included Gallahers, building new headquarters near the entrance off Brooklands Road, and putting the rest into a museum venture.

It was Gallahers who restored the Clubhouse that is the nucleus of the Brooklands Museum, following its use as offices by people such as Barnes Wallace, the bouncing bomb inventor.

Morag Barton is keen to see suitable clubs making use of the Brooklands facilities, and every weekend of the summer has seen a meeting of some kind going on, adding interest for members kof the general public.

Cars in the Clubhouse include several Frazer Nashes and representative Hispano-Suiza and Duesenberg classics among others. There's a wealth of memorabilia including the official office complete with timing equipment; Billiard Room and Barbara Cartland room. She knew the place well.

The Brooklands Club has been launched (£500 a year) for those who wish to enjoy the Bluebird Restaurant, Members Lounge, Reference Library and Reading Room at their leisure, and entertain guests. A conference suite is also available.

The usual cafeteria facilities are included.

Outside the Clubhouse, a hangar includes aviation landmarks, including the Wellington bomber dredged up from the bed of Loch Ness in the mid-80's. It is one of only two surviving, and is being restored by enthusiasts carefully rebuilding the aluminium latticework of the airframe - Barnes Wallace again.

Brooklands Museum is open weekends and bank holidays only at present. Hours

are 10am-5pm (last entry 4pm). Entry is £3.50, concessions £2.50, under 16's £1.50.

Pictures are from the Brooklands Reference Library, of a Lagonda promotion held in 1930. New models are lined up in front of the Clubhouse, while visitors' cars are lined up on the track.

Registration numbers discernible from the original prints are:

PG 7547, KW 5900, KR 1642, GF 8843, PG 8804, HF 6572, KO 9477, VM 5881, GH 1444, YV 2671, PH 2603, HW 3530.

None appear in the last Register of Members. Anyone know if they're still alive?

Ken Hill.



John Walker's 2 Litre supercharged. This filler cap is not available from the spares scheme!

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Renovating the 2 - litre Water Pump

I have just renovated a 2 - litre water pump and thought that an account of the work might be of some use for the proposed manual. When rebuilding the engine some 15 years ago, the pump seemed O.K. from an external examination, so I didn't bother to take it apart. I can't recall ever having heard of any-one having trouble, apart from the effects of one having been frozen up.

Mine had obviously given trouble at some time in the past, as the body has been welded up around the discharge chamber, but it had performed perfectly well until recently, when I experienced overheating and loss of water (obviously through the overflow pipe) and, I believe, a momentarily and partial engine seizure. There was no excessive temperature showing on the temperature gauge, presumably because no water was flowing over the thermostat and from this I suspected failure of the water pump drive, although externally the spindle could be seen to be rotating. I was, in fact, just starting off on a 100 mile journey, but managed to limp home to the Renault 11!

Next day I started up, having made good the water loss and waited for some heat. I have a separate thermostat valve in the upper hose to restrict flow when the water is cold, this soon opened and, through the radiator filler orifice, I could see a good flow. I then took the car on a short blind up the local by-pass with no problems at all. I decided, however, that I had to have the pump off to try and ease the mind, but even now I'm having to make do with an assumption!

The first thing I found was that there was quite a bit of end play on the impeller spindle and evidence of damage on both sides of the impeller itself - none of it serious however. A description of the unit is as follows:

The body casting consists of a water inlet flange giving access to an entry chamber from which the water is sucked through a right-angle into the open end of the hollowed-out impeller. From there it is discharged centrifugally into the peripheral outlet chamber (another right-angled turn). Thence out through the short discharge pipe, through yet another right-angled turn. This pipe is connected by rubber hose to the elbow casting bolted to the side of the block, where the water faces the last right-angled inward bend! Like the fuel induction system, the route is tortuous!

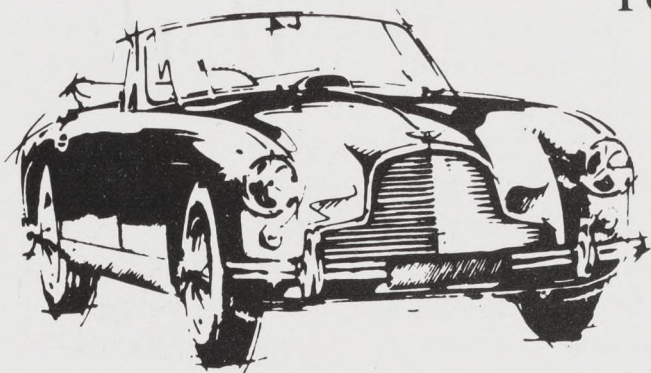
There is, of course, a dividing 'wall' between the inlet and outlet chambers, with a hole in it corresponding in size to that in the end of the impeller, thus the water passes from one chamber to the other via the impeller, which rotates between the pair of them. In my case, that part of the 'wall' adjacent to the inflow had been completely eroded away to the extent of about 20% of its total area, the remainder being 3/16" thinner than it should have been. In effect this could have resulted in water trying to get **out** through the **inlet** chamber, this, in turn, producing cavitation problems where the impeller (propeller?) is rotating in an air pocket. This condition is well known to speed boat owners.

Anyway, the Lagonda water pump in good condition is so simple in design and robust in construction that, like the oil pump, it is very efficient; proved, in my case, by still operating with a hole in it and end play on the spindle allowing the impeller to float out of alignment.

The repair was comparatively simple in that from a 1/4" sheet of aluminium I cut a disc just small enough in diameter to pass down into the body and this was located by three countersunk brass

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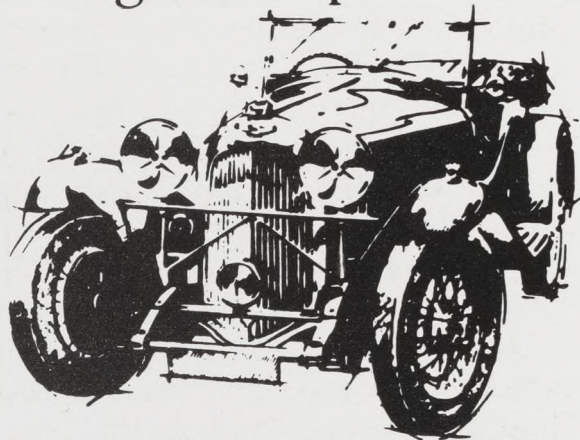


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screws threaded right through the body shell and bedded in araldite. Thus the disc was fitted to what remained of the original 'wall' and the position of the screws (2BA) had to be chosen carefully, they were finally coated in Loctite and the ends peened over. The hole in the centre measures 1 1/4" and the depth between the surface of the disc and the outer edge of the body flange should be 1 1/8". The thickness of the disc will, of course, depend on the amount of wear and patience is required in trial fittings. Mine needed 3/16 just under and so I had to turn off the surplus from the 1/4" plate used.

The working parts - all of brass - consist of a large flange integral with which and mounted centrally is a tube internally threaded at its outer end. Into the other end is inserted a bush to form the bearing for the impeller spindle and from this there is a greasing channel, running right through to the outside edge of the flange, where there is a lubricating cup. The inner end of the bush is bevelled out and into the threaded (outer) end of the tube a screwed plug is inserted, also with its inner end bevelled. It is between these two parts that packing is inserted to form

a watertight seal. The best material here is asbestos string impregnated with tallow. When doing the job, pack it in hard with a wooden pusher, because the screwed plug only has a limited range for tightening up. Only water pump grease should be used for the bearing lubrication.

The threading on the outside of the central tube is for the locating ring nut.

The stainless steel spindle has an integral flange drilled with 6 holes, through which copper rivets pass to secure the impeller; the flange being on the inside of the impeller. The outer ends of the rivets **must** be countersunk into the back of the impeller body and herein lies a weakness. Six 1/8" countersunk holes closely spaced reduce the strength of the back of the impeller, which is only 1/8" thick and already drilled 7/16 to accept the spindle. In mine, some of the holes had run into one another and there were signs of a soldering job. As a repair, I machined out a recess from the back of the impeller and inserted a brass disc, suitably drilled and countersunk. Thus I have a flange on either side of the impeller back-plate. This makes a secure clamping job and what remains of the 6 holes merely prevent rotation between spindle and

impeller. A useful home-made tool is a short length of 1" rod partly drilled with a 15/32 hole to form an anvil onto which to rivet. All 6 rivets can be inserted at once and peened into the countersunk holes with a centre punch and a pin punch, but tighten the rivets bit by bit, circling round all 6, then file off any surplus, because otherwise they will bear against the flanged housing. In my case the added disc protruded minutely and to counter this I machined a fraction off the flanged housing.

When assembled (6, 3/16 Whitworth brass screws), make sure the greasing cup is in the correct position and a sealant and/or paper gasket is necessary. This done, but check before sealing, the impeller will be in the correct position when lightly pulled back onto the flanged housing and should run free. When pushed back into the body of the unit it will foul the inner wall. Arrangements have been made to prevent this.

On some engines, the inlet manifold contains a water jacket and there is a pipe connection between this and the back of the block and another between it and the water pump. The idea is, of course, to warm the ingoing gasses. The pipe union at the pump is fitted to a brass tube threaded into the pump body and, in addition to supplying water, the tube forms a thrust bearing for the end of the impeller spindle. This tube can be adjusted up accordingly, allowing a few thou clearance. The thread into the pump body is 1/4 gas and the drain plug 1/8 gas. If no such piping is present, then a piece of solid brass rod, duly threaded can be used as a replacement. This is where I think I went wrong when I replaced the single SU carb with twin Zeniths, I didn't check the end thrust when removing the water pipe; I merely blocked off the union; the impeller could then have fouled the body.

Whilst mentioning the drain plug, this must always be kept clean and opened after draining down the system in freezing conditions. I recall one case where this was not done and, after refilling, the pump remained frozen up and didn't turn with

the engine. The victims were, of course, the impeller rivets.

A word about the impeller spindle. I have come across three different methods of coupling it up to the slot in the shaft protruding back from the oil pump drive.

1) The spindle has 'flats' filed onto the end and is long enough to slide into the slot. 2) The spindle has 'flats', but is short and needs a floating coupling between the two. 3) The spindle is short and has a 'T' piece which is screwed into the end of it.

Finally, an idea concerning the water inlet elbow on the side of the block. Studs cannot be used unless slotted at the end and fitted with a screwdriver, as the elbow has to line up with the short hose already fitted. Nuts can then be applied in the normal way. Using bolts is asking for trouble with the threads in the side plate, particularly if it is of aluminium. If it is of steel, braze a couple of brass nuts onto the inside and blank them off. This gives extra thread and prevents contact with water. In any case, dip the ends of the studs/bolts in underwater grease before fitting. With aluminium, the same can be done, but the nuts must be brazed onto a brass plate and the whole screwed/bonded to the inside of the side plate.

Before all this, I went and spent £130 with John Oliver for a new pump!

John Anderson.

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Our Tyres are Shrinking

Well, they are if they come from across the Atlantic. I recently purchased a new 5.50 x 18 Coker tyre and I was surprised to find that the tread width was only 3 $\frac{1}{4}$ inches, compared to the 4 $\frac{1}{2}$ - 5 inch width of various UK or British Empire made tyres. The 5.50 specification converts by a complicated and forgotten formula to about 5 inches tread width. However, the photograph of a rear tyre in the 16/80 handbook (brake adjustment, fig. 6) shows a thin tyre of similar profile and tread width to the Coker.

The fitting of one tyre, which had a considerably narrower width than the rest, would seem likely to cause handling problems on slippery roads. I therefore asked the supplier to change the tyre for another brand. (The firm offered to refund my money, as they stood by the quality of their products, but I was happy to pay a bit extra for another brand.) This time I was offered a Denman (also U.S.A made) with an increase in tread width to 3 $\frac{3}{4}$ ". The Denman tyre offered two types of sidewall, one side had a raised kerbguard strip which is a boon to those of us who have to drive and park in London, and the other side had a posh dimpled pattern for those of us who use the car mainly for show purposes. I chose to have the kerbguard strip on the outside.

I went round and measured the tread width of the various tyres fitted to the car, or lying around the garage. The tread widths are shown in the following table:

| Make | Tread Width (ins) | Comments |
|--------------------|-------------------|-------------------|
| Dunlop (4 ply) | 4 $\frac{1}{2}$ | D2 Tread |
| Dunlop (6 ply) | 4 $\frac{1}{2}$ | F4 Tread |
| India (1965 batch) | 4 $\frac{3}{4}$ | Made in Scotland |
| India (1972 batch) | 4 $\frac{1}{2}$ | Made in Scotland |
| Olympic | 4 $\frac{3}{4}$ | Made in Australia |
| Lester | 4 $\frac{1}{4}$ | Made in U.S.A |
| Blue Peter | 4 $\frac{3}{4}$ | Remould |
| Coker | 3 $\frac{1}{4}$ | Made in U.S.A. |
| Denman | 3 $\frac{3}{4}$ | Made in U.S.A. |

With respect to the 6 ply Dunlops, these were marked as made in India. Certainly, Dunlop had factories throughout the

former British Empire. As I obtained the tyres second-hand, I have no idea as to the date of origin, possibly 50's or 60's, i.e. if you read the old magazines, just about the time when one of our Indian members had difficulty in importing tyres from the U.K., so that he could bring his Lagonda overland to Britain.

Somehow, these Dunlop Fort tyres had also shrunk. They were about 3 $\frac{3}{4}$ " less in diameter than all the other brands of tyres. Such a reduction would mean a 2" or more reduction in the circumference and, (so I am told) if one were to fit one of these to one of the rear wheels, this would create an extra burden for the differential and wear and tear on the planet wheels. It was also very hard work to fit this tyre (n.b. I usually fit my own tyres myself).

So, if buying tyres, buy and fit them in pairs - and make sure they are compatible with those already on the car.

Ron Gee

Editors Comments:

This got me thinking and I rushed out to the garage to measure the width of the tread on my New Zealand Firestone 5.50 x 18 tyres, it was 4", so I measured the tread on the pre-war (and utterly grippless) Pirelli 5.00 x 18 tyres they had replaced. Surprise surprise, it was 4". As a matter of interest, I fitted the Firestones because the narrowest racing tyre now made in 18" diameter is marked 5.50/600 and is virtually identical in width to the old 6.00 tread tyres. The Firestones are nice grippy tyres, but they won't last a seasons racing!

K.P.P.

The Shape of things to come?

"A matter that becomes clear ceases to interest us" Nietzsche.

The Singapore Government has recently introduced a scheme to enable car owners to tax their cars for weekend use only and I thought you might like to take a quick look at the regulations:

1. The Scheme at a Glance

From May 1992, the Singapore Government will introduce a Weekend Car (WEC) Scheme to enable more people to own private cars without contributing to traffic congestion during peak hours.

When you register a car under this scheme, you will pay less. You will also pay lower road tax.

Because of the tax concessions you enjoy, there will be some restrictions, i.e. you can only use your WEC during the weekends and off-peak hours:

- Monday to Friday - 7p.m. to 7a.m. the next day.
- Saturdays - after 3p.m.
- Sundays and public holidays.

If you wish to use your WEC outside these hours, you will need to display a Day Licence. You will be given five free day licences a year. If you need more, you can buy them at \$20 each from designated post offices, AA and ROV.

If you already own a car and you wish to convert it to a WEC, you may do so (see 4). Later if you wish to convert to a normal car (NC), you may also do so (see 5).

2. How to Register a WEC

You need to have a Temporary Certificate of Entitlement (TCOE) for the weekend car category, i.e. Category 8. You cannot use a TCOE from any other vehicle categories, e.g. Category 1 or 7, to register a WEC.

The colour of the number plate of your WEC shall be red to distinguish it from a NC. A seal would be affixed onto the number plate by an authorised WEC inspection centre (see 9). The front plate

must be affixed to a bracket welded directly to the car's chassis or superstructure to avoid easy removal.

3. How Much Will You Save

When you register a WEC, you will enjoy a rebate in the net ARF, import duty and COE premium up to a maximum total of \$15,000 (N.B. The maximum rebate will be gradually reduced until the WEC Scheme is superseded by the ERP. You will also enjoy a 70% reduction in road tax.

4. How to Convert NC to a WEC

You will need to submit an application to ROV. You need not bid for another TCOE. You will retain your vehicle registration number but you will need to change the colour of the number plate to red and have it sealed by an authorised WEC inspection centre.

You will enjoy a 95% reduction in road tax (if your car is ten years or older, you will still have to pay the full road tax surcharge)!!

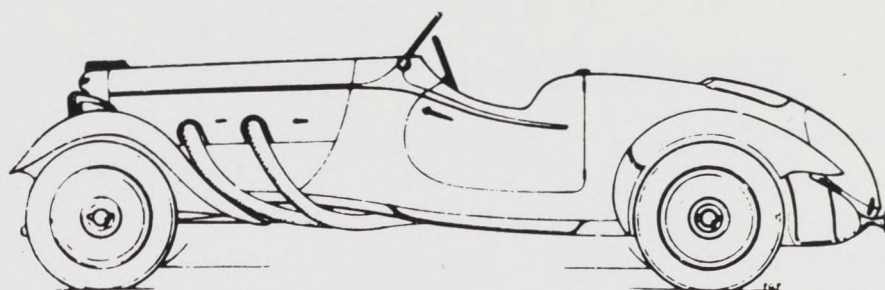
5. How to Convert a WEC to NC

(a) If the car is originally registered as a WEC you need to bid for a TCOE for the appropriate NC category, e.g. if its engine capacity is 1300cc you should have a Category 2 or Category 7 TCOE. You will pay the normal road tax. Because you had enjoyed a tax concession when you first registered your WEC, you need to pay a top-up amount which is equivalent to the rebate enjoyed multiplied by the maximum rebate at the time of conversion divided by the maximum rebate at time of registration of WEC.

(b) If the car is originally registered as a NC you need not bid for another TCOE, if your NC COE is still valid. You just pay the normal road tax.

6. Conversion Fee

Whenever you convert your car from a WEC to a NC or vice versa, you need to pay a conversion fee of \$100.



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Renewal of Road Tax of WEC

Road tax for WEC is payable on an annual basis. ROV will send you a road tax renewal notice before the expiry of the road tax. You should send your WEC to an authorised WEC inspection centre to certify that the number plate has not been tampered with before you renew your road tax.

8. Penalty

(a) For using WEC outside permitted hours without a licence - first offence is a fine equal to half the annual road tax for an equivalent NC whilst repeat offences carry a fine equal to the full amount of annual road tax for an equivalent NC.

(b) For tampering with the number plate a fine equal to twice the annual road tax for an equivalent NC.

Have you got that? Personally I feel rather like the judge who, after a very complicated summing up by an eminent barrister grumbled that he was none the wiser. The barrister replied: "Quite so, my Lord, but considerably better informed!"

K.P.P.



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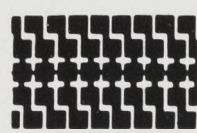
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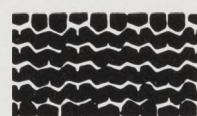
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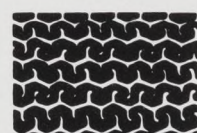
5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN

Ron Graham

arranged the evening and even allowed two cars into the rooms and supplied supper, Chairman John Mitchell in charge. Each owner gave a brief description of his car and W. O. Bentley's design influence on each vehicle, with an introductory brief outline of W. O. Bentley's history, up to his last car design, the 3 litre Armstrong Siddeley, by Ron Graham.

Like most people, the Classic Car Section did not know the extent of W. O. Bentley's work at Lagonda from 1935 to 1947. Mr Jim Scammell produced a choice bit of information, that W. O.'s mother was born in Adelaide! This perhaps explains the very robust chassis for outback road conditions on 3, 4 1/2, 6 1/2 and 8 litre cars!

On the 5th April 1991 in Adelaide, South Australia, Lagonda cars with a strong W. O. Bentley connection were proudly displayed, all drop-heads; no sedans.

1 Mr Wes Southgate had his white LG6 4 1/2 litre, a possession of many years.

2 The beautiful V12 of Mr Phil Moore was originally built for the Maharaja of Jawhar, see page 255 of Lagonda, an illustrated History.

3 Jim Scammell displayed his 2.6 litre two door four seat drophead.

4 Australian Representative Ron Graham displayed engine No 22, of 2.6 litre sedan No LAG/48/17, with all parts dismantled for explanation of its unusual features.

The Classic Car Section of the Sporting Car Club of South Australia kindly

Australian Lagonda Event

PUB MEETS

Midlands: Third Thursday in each month at the "Green Dragon: Willington (just off the A38 between Derby and Birmingham).

Northern: Lancs/Yorks V.S.C.C. Pub Meeting: the Lagonda Club are invited to this meeting, which is held at the "Floating Light", Standedge. (A62) on the third Thursday of each month. Further details can be obtained from Roger Firth, 061 303 9127.

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 Railway Station 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, Near Bedford.

South Wales: First Thursday each month at the "Court Colman Hotel", Pen-y-far, near Bridgend.

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Letters

Dear Ken,

Reference your Editorial about Club news in the glossy monthlies. My advice is don't do it.

I would be surprised if the subs from new members acquired through the monthlies (and weeklies) would cover the postage and certainly would not justify the work and time involved. Would the existing members gain anything by reading about themselves in a glossy monthly, apart from transparent inflated egos? The Lagonda Magazine gives the members a good read and reports of happenings.

This is all part of the "Classic Car Show" syndrome, where clubs are pulling out as they can't afford the fees for stands. They spend a lot of their funds "to be seen at the NEC", or something and get two new members.

My guess is that any members gained from advertising are not very serious and probably fade away at their second sub date. If they were serious Lagonda (or any other make) owners they'd be in the Club already. I'm sure Lagonda members spread the gospel sufficiently to gather in new members.

Published reports in the "glossies" only develop the ego and I'm sure Lagonda people don't want that. It's like TV coverage at events, they don't improve the event or the Club, and nothing is FREE.

Regards

Jenks

Dear Ken,

You asked for views re sending Club information to magazines. I agree with you - forget it. Concentrate on the members.

Kind regards

Derek Raynes

Dear Mr Painter,

It is with deep regret that I have to inform you of the death of the last of the great panel beaters, Ted Rickard, from the old Lagonda Body Shop, at the age of 81. Ted's picture is in many of the old photographs depicting the 1920's - 30's that I have sent to the Club over the past years.

I first met Ted on joining Lagonda in 1940 and worked with him for several years, also at Aston Martin's at Feltham until everything was transferred to Newport Pagnel. He then started "Gilbert and Rickard" in partnership with another colleague and they used to advertise their skills in restoration and repair work in this magazine.

My biggest tribute to him would be that he could make "anything" from sheet metal, often with the minimum of information. This was often the case when we worked under Frank Feeley, his requirements were often a freehand sketch on an old scrap of paper.

Cheerio old friend, I will never forget you.

John Biggs
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Dear Ken,

I have just read Magazine no. 148 - Congratulations on a bumper issue! I found Dick Sage's article on Lagondas at Prescott particularly interesting but hasten to correct an error in his summary. He says that the fastest 2 litre time after his 16/80 was Allan Elliott at 62.96 in 1988. In fact, my son Martin was faster in 1989 - 62.49 in my 2 litre.

This is a noteworthy achievement for two reasons. Firstly it was Martin's first attempt at Prescott and secondly my car has a 1927 high chassis engine with the earlier very restrictive exhaust manifold. I think Dick would be the first to agree that a pre-selector box is worth at least half a second at Prescott and I am now toying with the idea of borrowing my Rapier's gearbox, putting it in the 2 litre and letting Martin loose again at Prescott!

Perhaps we would see the 2 litre time reduced to below the magic 62 seconds.

Best Wishes,

Yours sincerely,

Colin Bugler.

Dear Ken,

I was very interested to read the first article in the series "The Racing Lagondas" in the latest edition of the magazine. However there are a few discrepancies in relation to the identity of some of the Rapiers mentioned, so to put the record straight herewith some corrections.

Aug 61

A.E. Barnett 1934 Rapier Spl YG 9142
(not AER 14)

P.J. Davey 1935 Rapier Tr ARU 601
(not ARH 601)

Aug 62

P.J. Davey 1935 Rapier Tr ARU 601

J.F. Organ 1934 Rapier D.H.C. WS 2618

A.J. Skipper 1935 Rapier S/C Spl
GNR 800

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Aug 63
R.E. Bingley 1934 Rapier Tr AEL 609
P.J. Davey 1935 Rapier Tr ARU 601
J.F. Organ 1934 Rapier Spl BGW 655
(not CPG 666)

Aug 64
J.F. Organ 1935 Rapier 2 str CPG 666
J.A. Wood 1936 Rapier 2 str BRL 379
J.D. Abson 1935 Rapier Spl BLT 391

Aug 65
J.F. Organ 1934/36 Rapier Spl SSC 433
(not WS 2618)
J.A. Wood 1936 Rapier 2 str BRL 379

Aug 66
J.A. Wood 1936 Rapier 2 str BRL 379
J.F. Organ 1935 Rapier 2 str CPG 666

Aug 67
P. Brindley 1934 Rapier Spl BGF 668
J.F. Organ 1935 Rapier 2 str CPG 666
J.D. Abson 1935 Rapier spl (1500)
BLT 391 (not BLT 691)

Aug 68
J.F. Organ 1936 Rapier 2 str VD 5776
(not WS 2618)
J.A. Wood 1936 Rapier s/c Spl ACA 145

Aug 69
J.F. Organ 1935 Rapier 2 str CPG 666
J.A. Batt 1936 Rapier Spl ACA 145

Aug 70
R. Fletcher-Jones 1934/35 Rapier spl WV 5889
J.A. Batt 1936 Rapier S/C spl ACA 145
P.J. Morgan 1935 Rapier S/C spl BLO 663
J.D. Abson 1935 Rapier 1500 spl
BLT 391 (not 691)

Aug 71
R. Fletcher-Jones 1934/35 Rapier spl WV 5889
B. Naylor 1936 Rapier 2 str VD 5776
T. Blishen 1934 Rapier spl AAU 804
J.A. Wood 1936 Rapier S/C spl ACA 145
P.J. Morgan 1935 Rapier S/C spl BLO 663

Aug 75
R.B. Waldron 1936 Rapier S/C spl ACA 145

Aug 76
J.D. Abson 1935 Rapier 1500 spl
BLT 391
B. Naylor 1936 Rapier 2 str VD 5776

Aug 77
P. Nickalls 1934 Rapier spl US 8351

Aug 78
P.J. Evans 1934 Rapier S/C spl
(Richmond car)
A. McCall 1936 Rapier S/C spl
(Eccles car)

Aug 80
C.L. Hoskins 1935 Rapier 1500 spl
BLT 391

Aug 81
A.W. Wolton 1934 Rapier spl BTN 356
P.M. Cooper 1934 Rapier spl 1500
BPK 811

Aug 86
B.M. Barton 1936 Rapier spl ACA 145

Aug 87
I.A. Rowe 1935 Rapier spl TH 5734

Aug 89
P. Whenman 1937 Rapier spl IO 4525
(Phoenix Park)

Aug 90
A.E. Metcalfe 1934 Rapier spl BGK 795
(not BGN 795)

Plus lots of references to messrs Abson, Nickalls, Morgan, Evans and McCall during the 70's and 80's - car details and amendments can be noted from the above list. Going back to Aug 1957, P.J. Gaskell is noted with a 1935 Rapier S/C spl - I THINK this was the Eccles Rapier, Alex McCall acquired the car in 1959.

I think this just about puts the Rapier participation at V.S.C.C. Prescott meetings in order. Incidentally, during 1967/68 Tony Wood, John Batt and myself competed in a number of B.O.C. meetings using the long hill - Tony and John with ACA 145 and I used either CPG 666 (1967) or VD 5776 (1968). I look forward to further instalments of this interesting series of articles.

Yours sincerely,

John Organ

P.S. My time in 1968 with VD 5776, the Bertelli bodied Rapier 2 seater, of 58.00 still stands as the fastest time up Prescott (short hill) by a standard bodied, unmodified Rapier. The fact that I had sprained my right ankle the previous day which made "lifting off" somewhat painful may have had something to do with it!



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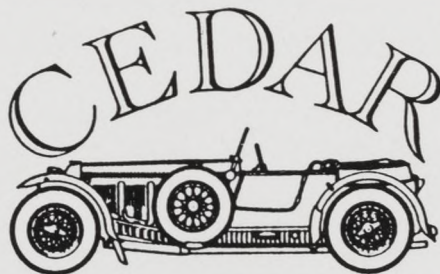
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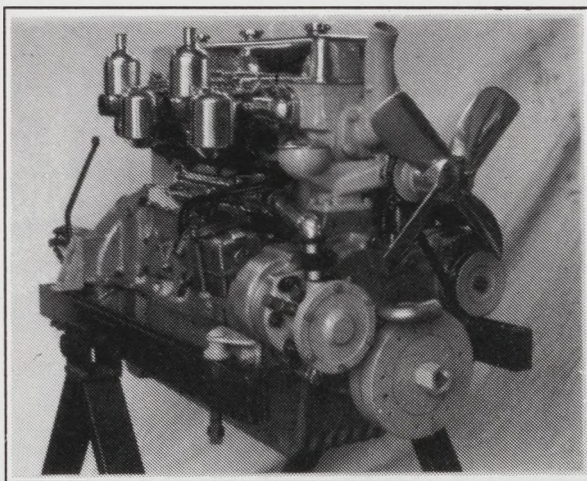
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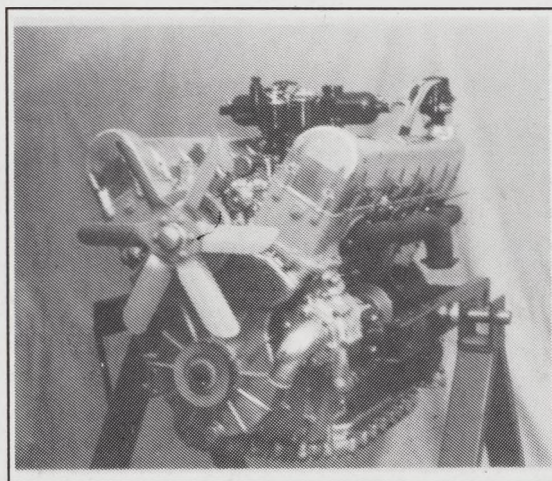
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