

Lagonda



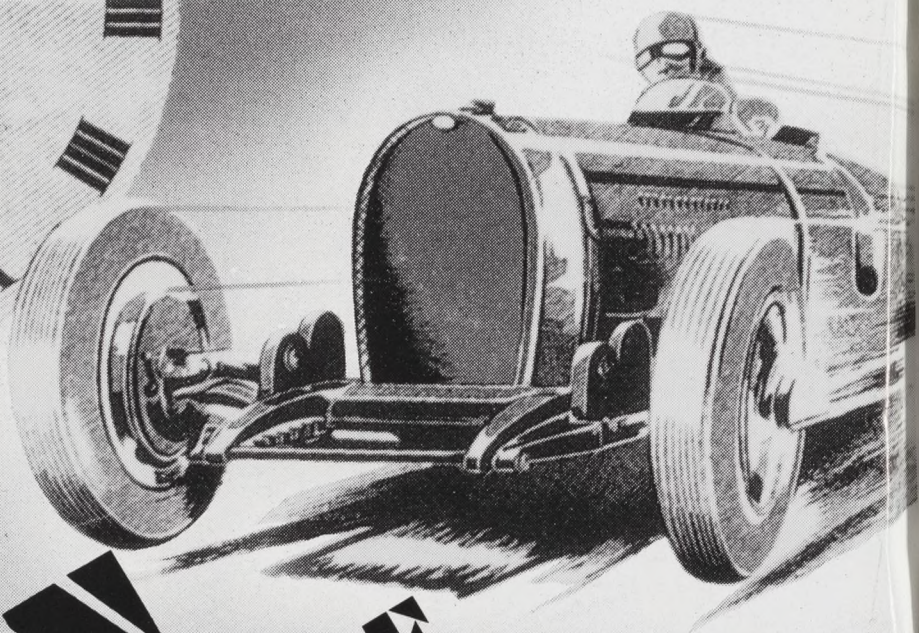
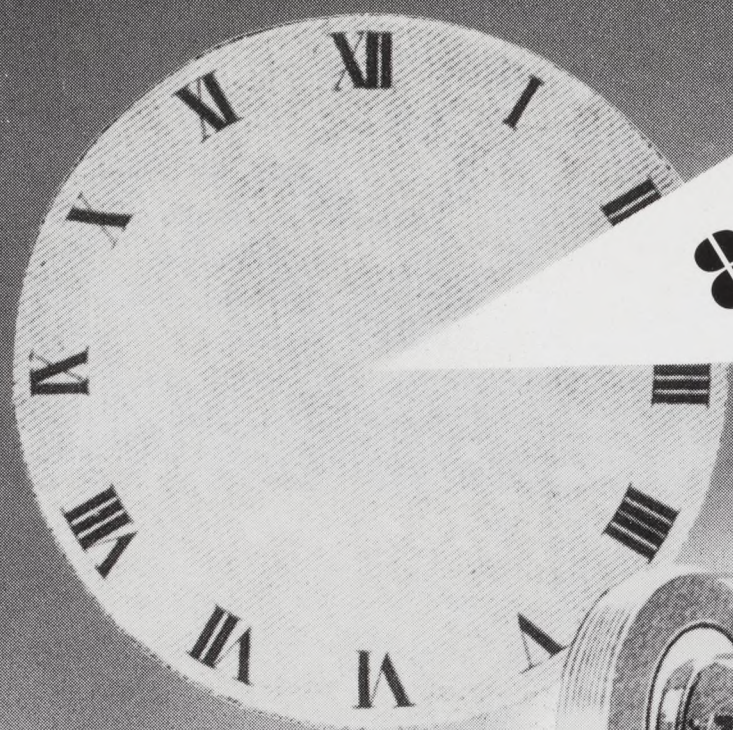
THE MAGAZINE OF THE LAGONDA CLUB

Number 157

Summer 1993



**8th SEPTEMBER
1993**



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MAGAZINE
Issue No. 157
Summer 1993

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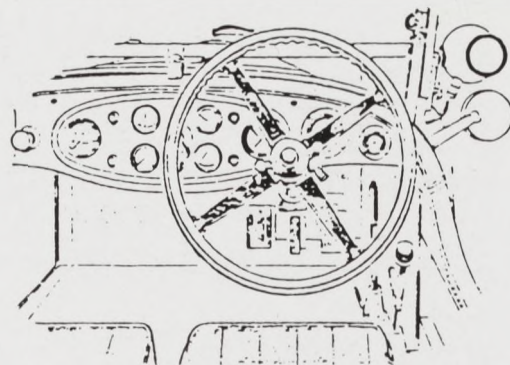
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FRONT COVER

A picture commissioned by Norman
Riley, showing his DB 3 Litre crossing the
Pyrenees in 1966.

Contributions do not necessarily represent the
views of the Committee, nor of the Editor and
expressed opinions are personal to
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the efficacy of the technical advice offered.
Acceptance of an advertisement for
publication in "The Lagonda" does not imply
endorsement of the product or service by the
Committee.

From the Driving Seat



Well, the new cover design didn't raise a storm of protest after all. Of the dozen or so who have bothered to comment, only one has not been in favour. To be fair, one said that he was taken aback by the 'startling' colour scheme (his words, not mine) and would have liked some prior warning. For him, and other members still in shock, each of the four colours used from now on will be considerably brighter than those used in the past.

At the AGM last year, I commented optimistically on the generous stock of articles awaiting publication, but these have now largely been used as space fillers and I now just have a few twenties and thirties road tests, mainly from the non-motoring press. Whilst these are fascinating in their own right and will be new to most of you, I don't want to publish more than one such article per edition. More original material would be very welcome, as would suitable photographs. When you send photos, please be careful when you write your name or the caption on the backs! Just recently I have received some superb pictures which were ruined by the still wet ink from the back of the next picture in the pile, or by heavy-handed use of a ball point pen.

I am now living in Bury St Edmunds and working in both Bury and Ipswich, but am commuting to The Shoe every weekend and this will inevitably cause some delays in the production of future magazines. As I work for two NHS Trusts, I have been given a room in the nurses home, but fans of 'Doctor in the House', or 'Carry on Nurse' can wipe that silly smile off their faces. Half the residents are male and most of the females look like Hattie Jacques – or even James Robertson Justice. The production delays will not be

due to the company I keep, but because Friday night is taken up with my journey home, Saturday night is my only night with my family, on Sunday night I return to Bury, so I only have four evenings to look for a new home, or to work on this magazine.

Although this is being written at the height of the active competition season, it will be read after most of the year's events have been run, the Coys International Historic event will have been held and we are confident that the Club stand will set new standards for the way we present ourselves to the general public. For many of the non-combatants, the Beaulieu Autojumble will be the next big event and, as usual, the Club will be there selling Lagonda memorabilia and encouraging potential new members to join. Don't forget to stop for a chat as you chase that elusive bargain!

This will be your last magazine before the Lagonda Club Weekend and Annual General Meeting, so don't forget, it is at a new and very attractive venue this year and the Committee look forward to meeting as many of you as possible at this, our most important event.

K.P.P.



Reflections

Roger Firth and I were chatting during the very successful May Rally he had organised. We were very pleased to see so many new faces and cars to swell the numbers as the 'old' gang gradually gets smaller – a natural process I suppose. We were trying to work out how many Lagondas actually saw the light of day each year – it is probably only 10 – 15%. Clearly with most of our cherished cars there are several physical and psychological hurdles to be overcome before they can be stirred from their deflated slumbers.

Now I hasten to say that I am not in any way being critical of those of us who are engaged in the indefinite rebuild. One of the great joys of owning an old car is the chance to practice so many trades and forget the world outside in the process.

However, I do feel sad at the thought of the many Lags that just sit there for year after year. I am guilty as I have got one or two in many cars but I do try to 'cycle' them!

Maybe a target would help – how about another voyage to Le Mans in 1995 to celebrate the 60th anniversary of the Lagonda victory?

The Committee are thinking about it and it would be a good reason to splash out on a new battery!

Colin and Valerie Bugler were showing me the very exhaustive lists of members and cars they now have on computer and 18% of the cars are outside the UK. Maybe some of them would join a Le Mans jolly as a few did in 1985.

Well, as I write its only twelve days to Donnington Park and the first outing of the 'white car'. I must hurry out to the barn and see if I can coax another season out of the long suffering Meadows engine!

D.R.H.

Wanted · 50 Members

How would you like to save money and at the same time help your Club?

We are affiliated to the **RAC** and you can save up to £22 on your **RAC** membership plus additional benefits not available to ordinary members. The Club earns a discount as well BUT from April next year this discount will only operate if we have a minimum of 50 **RAC** members. At the moment we have only 7!

If current **RAC** members renew their **RAC** subscriptions through the Lagonda Club instead of direct through the **RAC** or other Clubs we will meet this target. It all helps to delay the evil day when the Lagonda Club subscription will have to be increased. Additionally new **RAC** memberships provide us with an Introductory Commission so if you are with another motoring organisation, please consider transferring to the **RAC** – get in touch with me now even if your cover is not due for renewal immediately.

Colin Bugler

Competition Round-up No. 11

I am writing this column at the end of May with the speed event season well under way. There has been good Lagonda Club representation and the report covers Vintage Sports Car Club events from December 1992 to May 1993.

5 December – VSCC Enstone Driving Tests

An excellent entry of 88 cars demonstrated that there is no shortage of souls prepared to brave the rigours of vintage motoring in the winter. It was nice to see A. Van Den Eynde from Belgium competing in a Rapier. The other Lagonda entrant was P.V.M. Weston driving Mike Edmondson's M45-engined Three-Litre. Mike is the son of Bill Edmondson, who competed in the 1929 Double-Twelve in the Fox and Nicoll team of Two-Litres. Bill later attempted an epic midsummers' day run with the same car – to drive from London to John o' Groats in daylight! He unfortunately failed at Dornoch with rocker trouble.

9/10 January 1993 – VSCC Measham Night Rally

The long-established 180-mile Measham night rally was run in reasonably mild conditions, but this created the inevitable low cloud and "mizzle", characteristic of the North York Moors. In these conditions, the Lagonda Club's most consistent rally competitor, John Harris, picked up a creditable second class award, ably navigated by "Cats Eyes Costigan". P.G. Towers/S.J. M. Towers battled through the long night in a Two-Litre. F.G. Moore/M.J. Stenhouse provided Invicta representation but failed to finish.

23 January – VSCC New Year Driving Tests

Reasonably mild conditions greeted competitors for a series of tests on the hallowed Brooklands concrete, although a heavy shower created some problems during the morning session. The last test had to be deleted from the results after a mix-up in the penalty procedure. Marshalling on the tests were our President James Crocker and Secretary Colin Bugler.

Regrettably I cannot report any Lagonda awards but Walter Thompson (2 Litre) and Kip Waistell (3 Litre) had their own private battle, the larger car just taking the honours. Peter Blenk's supercharged Two-Litre also took part. This is the ex-Gordon Preece car, rebuilt by him many years ago. However, it was not running well and finally retired after failing on the test hill. Better luck next time!

The lunch break gave time to look round the Brooklands museum. The aviation exhibits are in many ways more interested than the motoring ones. Restoration of the Wellington bomber brought up from the depths of Loch Ness is progressing. It is amazing how much of the electrical equipment still worked after 40 years' immersion!

20 February – VSCC Pomeroy Trophy, Silverstone

This is the only VSCC event which accepts post-war cars as well as the old 'uns. Hence it was nice to see the premier award going to a PVT, the Frazer Nash-BMW entered by Lagonda Club member, Richard Wills. Roger Firth circulated in the warmth and comfort of the Two Litre Honeymoon Coupe!

6 March – Herefordshire Trial and 27 March – Derbyshire Trial

No Lagonda entries but Clive Rides competed in both events with the Invicta.

3 April – VSCC Silverstone Race Meeting

There was a chilling easterly wind for this, the first race meeting of the year, but fortunately it stayed dry. Most of the well known Club personalities were present with several notable successes. T. E. Williams qualified in the 30 minute high speed trial. Ian Rowe's Rapier, Terry Cohn's LG45R TT car and Brian Fidler's Rapier special all achieved first places on handicap. Colin and Martin Bugler, Len Thompson, David



W. A. Thompson, 1931 2 Litre, Brooklands Driving Tests, 23rd January 1993.
(Photo: Alan Elliott)

and Peter Fletcher-Jones, Peter Whenman, James Crocker, Mike Hollinshead, Tony and Tim Metcalfe, Peter Leigh and Alistair Barker all kept the Lagonda name to the fore, as did Jo Moss, Rob Pollock and J. R. Wood for Invicta.

Evert Louwman, on behalf of the Dutch National Motor Museum, was entered to drive the Fox and Nicholl Lagonda with which Hindmarsh and Fontes won the 1935 Le Mans, but unfortunately the car failed to appear.

Your roving correspondent was very sad to see that THE Most historic Silverstone building has now been demolished – the original gents' toilet in the paddock, where Fangio, Moss, Hawthorn, Bira and many other famous names have stood in the past. Silverstone will never be the same again!

24 April – VSCC Colerne Sprint Meeting

The one kilometre Colerne sprint is always one of the most enjoyable and informal events in the VSCC calendar. The morning practice session was wet, but it dried up for the proper runs in the afternoon. Jeff Ody and I were able to pair-up for a run together, he in the blown Two Litre and me in the standard Two Litre. The blown car was of course faster, but by only 2 mph. Full Lagonda and Invicta times:–

		Kilometre	1/4 Mile	Terminal
		Time	Time	Velocity
		sec	sec	mph
J. D. Crabtree	Rapier	38.64	20.75	80
A. E. Metcalfe	Rapier spl	37.32	19.67	80
T. M. Metcalfe	Rapier spl	37.03	19.28	79
P. Whenman	1.5 Rapier spl	29.27	15.85	110
Rachel Whenman	Rapier spl	35.63	20.02	93
A. T. Elliott	2 Litre	46.38	24.48	68
J. G. Ody	Blown 2 Litre	44.79	23.67	70



Terry Cohn, LG45R TT Car, Silverstone, 3rd April 1993.
(Photo: Alan Elliott)

		Kilometre Time sec	$\frac{1}{4}$ Mile Time sec	Terminal Velocity mph
T. John	M45	38.12	20.60	85
Miss Jo Moss	Invicta	35.53	19.34	91
Derek Green	Invicta	31.68	17.15	103

Award winners were Peter Whenman – 1st in class on handicap, driving Brian Fidler's Rapier. This is the former Elliott Elder car, campaigned with great success by Jonathan Abson a few years back.

Rachel Whenman drove father's black Rapier in her first speed event, achieving very respectable times. Derek Green was 1st in his class with Jo Moss 3rd. Fastest time of day was set by David Baldock in the supercharged two litre Alta, crossing the finishing line at an impressive 146 mph. The vintage motor cycles had their runs and the lunch interval saw the informal and most entertaining cycle races, including several "ordinaries", penny-farthings to you and I. Lunch was also enlivened for me by a visit to "The Vineyards", which was one of my old stamping grounds when I was in the Airforce some forty years ago. Happy memories!

1st May – VSCC Wolds (Northern) Rally

John Harris/Charles Ping picked up a third class award in the 1936 Lagonda.

2 May – VSCC Curborough Sprint

Nigel Hall showed a clean pair of heels to the opposition in the big sports-car class, nearly 2 seconds faster than his nearest rival. Tim Metcalfe's Rapier easily won on handicap amongst the small racing cars. Tony Metcalfe, A. I. Stirling and P.V.M. Weston also competed.



Alan Elliott, No. 29, 2 Litre and Jeff Ody, No. 72, 2 Litre Supercharged, Colerne Speed Trail 24th April 1993.
(Photo: Jill Ody)



Rachel Whenman in father's Rapier Special, Colerne Speed Trial, 24th April 1993.
(Photo: Alan Elliott)

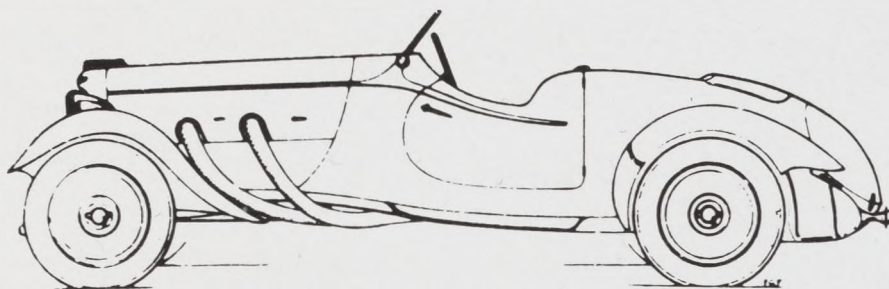
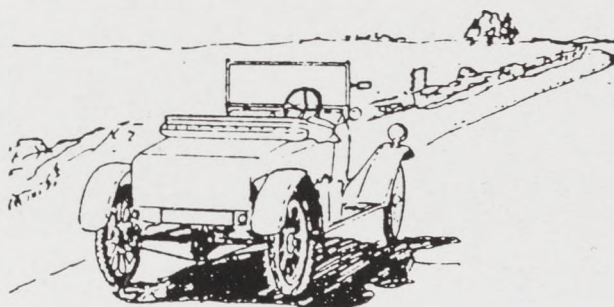
9 May – VSCC Wiscombe Park Hill Climb

I always look forward to Wiscombe, which is my nearest event. It is situated in a bowl in the hills behind Sidmouth. The course is lined with rhododendrums, which in May are always at their best. However I was not able to be present this year due to a prior appointment – a journey to Venice on the Orient Express. It would have been most appropriate to arrive at Victoria Station in the Two Litre Lagonda, but this was not feasible.

However, to return to the Wiscombe event, the Rapier contingent included James Crocker, Peter Whenman, Brian Fidler and David Crabtree. Clive Rides, M. Stretton/S. Bull and Rob Pollock represented Invictas the latter coming second in the vintage class.

We now look forward to a fine summer, the VSCC and BDC Silverstone race meetings, Prescott Hill-Climb, our own Hants/Dorset Rally and all the other events which make up a very full season.

Alan Elliott



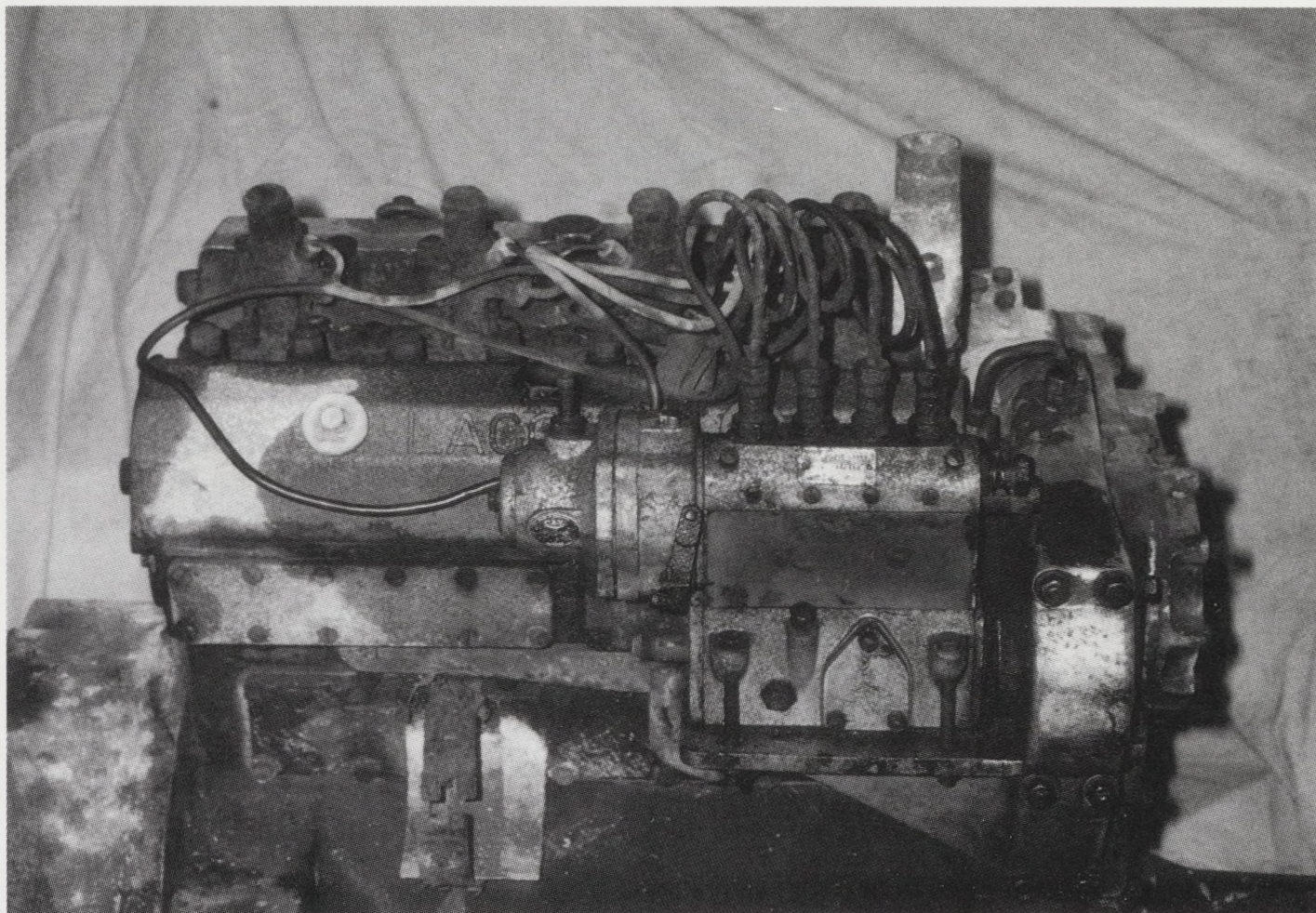
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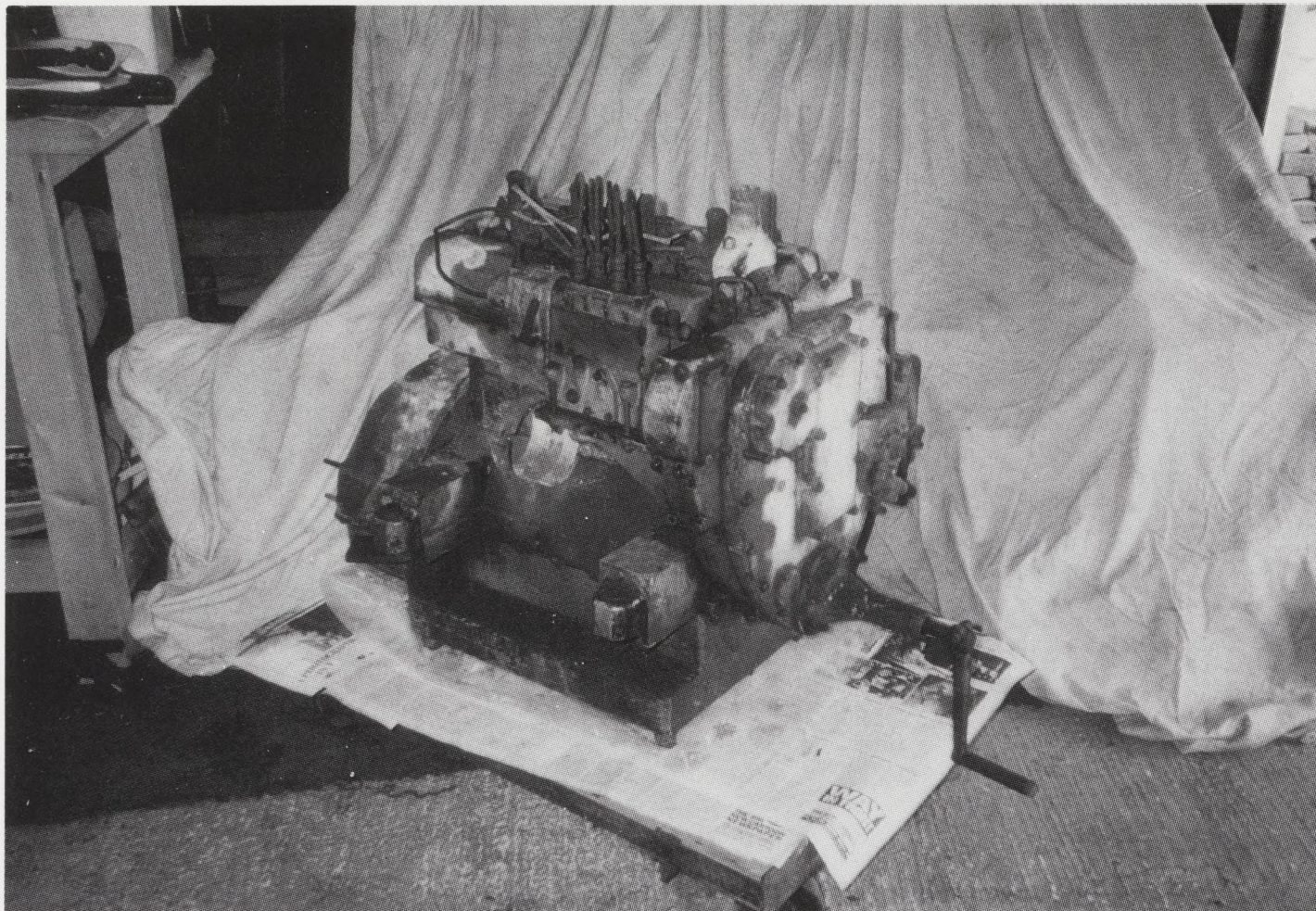
The 2 Litre Lagonda Diesel Engine

Back in 1932 a Professor Pattenden bought a 1926 2 litre Lagonda with a view to converting the engine to diesel operation. He succeeded and subsequently converted a second engine. A comprehensive description of his work appeared in Club Magazine 32 back in 1959 and, at that time, Professor Pattenden donated the remaining engine to the Club (the other had been sold for scrap at the start of WW11). The engine was entrusted to the then Club Registrar, Bill Hartop, who undertook to install it in a chassis and try and get it going again.

The years passed, Bill died and the Lagonda diesel engine faded from most members' memories, until last year, when Tony Loch suddenly asked me "What happened to that 2 litre diesel engine?".

Blank looks all round. Tony asked James Woollard who thought that former member David Johnson might have it. It was made clear to me that something should be done to retrieve this historic item for the Club and that I was the muggins to do it.

The story of its collection from David Johnson's house is a saga in itself and I won't pad out this article. Suffice to say that my Granada still smells of what was probably 50 year old sump oil and I now know that a complete 2 litre engine in the boot was never anticipated when the Ford Motor Company designed the suspension. So this strange engine, sadly showing the signs of wintering in the open, seized but complete except for clutch, water pump and dynamo, is



What should we do with this? It won't pass modern emission regulations, so can't be used in a car.

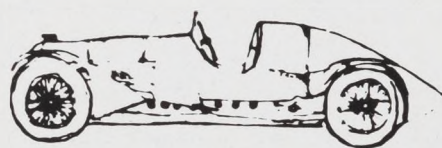
sitting in my garage using valuable space. The injection pump and piping appear to be in good condition.

The big question is WHAT DO WE DO WITH IT? It is Club property and the Club has to consider its future. Various ideas have cropped up in Committee and in discussion with members such as placing it in a Museum (what Museum?), exhibiting it as a Stationary Engine at suitable Shows (who will get it going and store it?). Even selling for spares has been suggested but some of us hope this will not happen.

In the meantime, the engine sits in my garage, all forlorn. My wife calls it "that dammed engine", after the traumas of collecting it we shall be glad to see it go to a good home.

Your suggestions will be welcomed - letters or phone calls to me please.

Colin Bugler



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| <p>3 Are you exempt from surcharges on older vehicles and caravans when you travel to Europe? <input type="checkbox"/> YES or NO?</p> | <p>7 Do you have a dedicated 0345 telephone number for membership enquiries? <input type="checkbox"/> YES or NO?</p> |
| <p>4 Do you receive discounts on European cover, publications and signs services? <input type="checkbox"/> YES or NO?</p> | <p>8 Does your membership cover your car for any authorised driver, and you, whatever car you and your spouse are travelling in, as driver or passenger? <input type="checkbox"/> YES or NO?</p> |

If your answer is YES to all these questions you must already be enjoying the privileges of RAC Associated Club membership.

For immediate cover or further information telephone 0345 41 41 51 (weekdays 9 a.m.-5 p.m.)

Members transferring from other motoring organisations are exempt from the £10 joining fee.

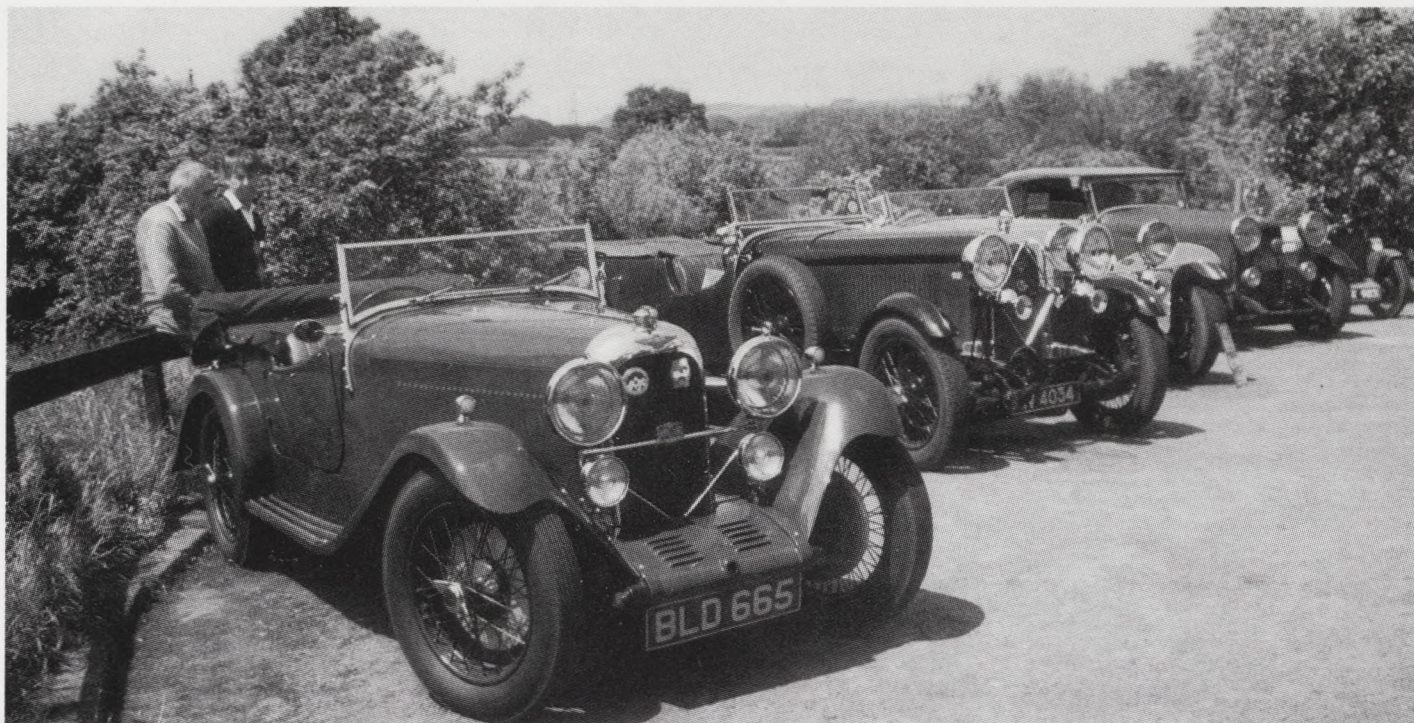
Contact the Lagonda Club Secretary for details

Offer valid until March 31st 1993.

Please note: to qualify for this offer you must be
1. A member of an RACMSA Recognised Club or
2. An RACMSA licence holder or
3. An RACMSA Official.



THE NEW KNIGHTS OF THE ROAD



(Left to Right): Trevor Parker – Rapier; Martin Holloway – 3 Litre, Douglas Brown – M45, Dennis Clark – 2 Litre, Robin Michelmores – A7.

'Thatch & Steam'

On 23rd May 1993 the first Devon and Cornwall Meeting of 1993 took place with a lunch time gathering at the Claycutters' Arms, Chudleigh Knighton, Ad 1666.

Those attending, in descending order of engine capacity, were:-

Bryan Thompson	–Bentley (modern)
Cedric Cook	– Bentley 4½ litre
Douglas Brown	– M.45
Gordon Quest	– M.45
Martin Holloway	– 3 litre
Dennis Clark	– 2 litre
Trevor Parker	– Rapier
Robin Michelmores	– Austin 7
All spouses.	

Still sans Rapier was John Organ with cracked camshaft bearing housings. Philip Stephens with unidentified malaise de M.45, causing loss of power and misfiring, was forced to return home.

Despite a dismal weather forecast, we were blessed with glorious sunshine. Much tongue-pie took place before lunch with your Regional Secretary being given a chance to grate the gears of the 4½ Bentley, although some silent up-changes were achieved. Subsequently Cedric's manipulation of the Austin box produced

ne'er a grate, but it does have a measure of synchro-mesh and he does have an Ulsteroid.

After lunch the Holloways, Parkers plus Organ and Michelmores took a run to the South Devon Steam Railway (The Primrose Line) at Buckfastleigh, together with Butterflies and Otters (Asiatic Short Clawed variety).

The three Vintage motors were parked outside the Station Entrance and formed an additional attraction.

Douglas and Gordon were last seen comparing notes on the M.45s in the pub car park. Dennis Clark reported the 2 litre is happily running on 2 star unleaded and does not like 4 star. With no need to adjust the valve clearances, there are apparently no problems with valve seat recession. The Austin's decision to become a 3 cylinder was found to be nothing more serious than an H.T. lead becoming loose in the distributor cap.

COME ON THE REST OF YOU – it is your Club and active participation can be fun.

Robin Michelmores
Regional Secretary for
Devon and Cornwall

How Far Do You Go?

Our President, when addressing members at AGMs held some years ago, oft times remarked that our cars were made for motoring. He was referring to the reluctance of some members to travel far to attend these annual meetings. Hints made to committee members that they should record the usage of cars when making the concours inspections seemed to go unheeded, so I thought it would be interesting to carry out an unofficial survey in an endeavour to assess just how much motoring our members did in their real motor cars.

The survey was carried out over the four years spanned by the AGMs held from 1987 to 1991, ie. five AGMs. A total of 152 cars appeared during this period and the odometer readings were noted at some time while they were on display. A few anomalies became apparent, probably due to some instruments not working properly, or perhaps they had been changed, repaired or otherwise attended to. Some showed no change over several years while one vehicle appeared to clock up over 40,000 miles each year for several years. I hope the owners will not feel an injustice has been done if these cases are ignored. Likewise, as many odometers revert to zero at 10,000 miles, it might be assumed that no members subject their cars to this distance annually these days. One car showed 9,992 miles in one year but this could be an anomaly since no cars with five figure odometers, and presumably younger vehicles, showed such a high mileage.

Six cars turned up at each of the five AGMs but only two of these clocked up over 2,000 miles each year and another

did in one year. A further four cars turned up at four of the meetings but only two of these did over 2,000 miles each year and a third did one year. Apart from these ten, fifteen cars were present at three of the five meetings and a further fifteen at two consecutive meetings. Of these thirty cars, four clocked up an annual mileage over 2,000 in the years recorded. More cars probably exceeded this mileage in other years, for instance, three cars exceeded 4,000 miles over a two year period, in some cases it could have been over 14,000 miles but unless the odometer recorded five digits it cannot be certain. Those cars equipped with five figure odometers could safely be taken over a period of two or three years and eleven cars fitted into this category. Only one of these exceeded 4,000 miles over a two year period. Delving deeper becomes less reliable and open to speculation so it has not been attempted.

Perhaps a better expression of the distances over which these cars are driven would be the number and size of the annual mileages recorded. A particular car turning up at all five AGMs would show four annual mileages whereas a car attending at only two consecutive meetings would show only one. On this basis 76 recordings were made. Eight of these were over 4,000 miles, a further fifteen were over 2,000 and the remaining fifty three were under 2,000. 84 cars appeared at only one AGM and so could not contribute to the mileage figures.

Draw your own conclusions from an exercise carried out to throw some light on how much these cars are really used as vehicles on the road.

D. R. Clarke

Lagonda



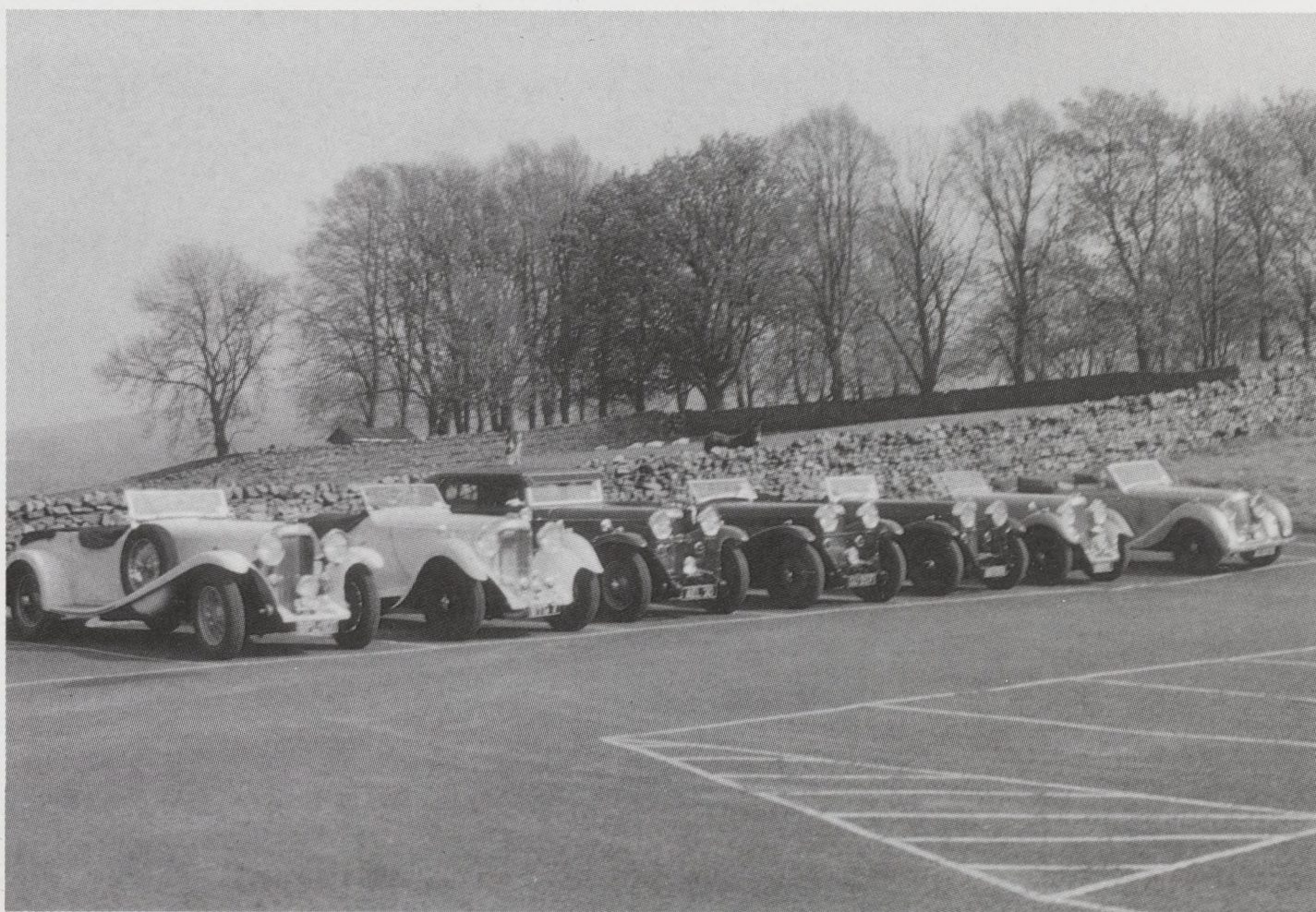
Northern Tour 1993 – No article, but lots of nice pictures! Some of the ladies before breakfast.



Members of the tour relaxing at Gibbon Bridge Hotel.



Some of the cars at Gibbon Bridge Hotel.



Some of the cars at Hawes.

(Photos: Roger Firth)

PUB MEETS

Midlands: Third Wednesday, The Green Dragon, Willington, off the A38 between Derby and Birmingham.

Northern: Third Thursday in month The Great Western Standedge midway between Oldham and Huddersfield. Quarter of a mile towards Huddersfield, past Floating Light. Further details from Roger Firth, Tel: 061 303 9127.

London: Third Tuesday, The Bishop's Finger, Smithfield (Jointly with BDC).

North East: First Wednesday, The Triton, Brantingham, near the A63T.

East Anglia: First Friday, The Royal Oak, Barrington, Nr Cambridge.

South Wales: First Thursday, Court Colman Hotel, Pen-y-far, Nr Bridgend.

Somerset: First Tuesday, The Strode Arms, West Cranmore, 3 miles E of Shepton Mallett. MR 668432 (VSCC meeting).

Third Thursday, The Rose and Crown, East Lambrook. 5 miles E of Ilminster. MR 423190.

Dorset: First Thursday, The Wise Man, West Stafford, 3 miles E of Dorchester. MR 726895.

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"Lagonda – An Illustrated History" by G. A. Seaton	25.00	3.50
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The Chronicle of the Car

It is not often in these days, which are so persistently being labelled 'hard times', that the maker of any but the most expensive kinds of car – whether he be English, French, Italian, or any other nationality – is so bold as to produce a car entirely different from those he has made before. The car-buying public is accustomed to look to different makers for different kinds of car, and is usually rather suspicious when anything really new and unexpected is brought out. It argues great courage, therefore, when a maker does take this plunge and, as I really believe is often the case, builds the dearer car he wants to and not the cheaper one he has to.

Such a car is the new 14 - 60 Lagonda, but I must hastily qualify my last sentence, so far as the other cars produced by this firm are concerned. I have no reason to suppose that the Lagonda firm do not want to produce their lighter and cheaper cars, and I daresay their customers would be greatly disappointed if they should cease to do so; but I imagine that the new 14 - 60 is very much the sort of car that any light-car maker would prefer to build to any other. For it is of that kind which is growing sadly more rare every year – the kind in which an infinity of pains is taken to ensure that every part of it shall reach the same high standard. There are £600 class cars with quite first-class engines, gear-boxes, back axles, springs and steering, and there are some in which first-class standards have been followed in less important details; but the number of those in which you will find all these qualities combined is very small. They are an exceedingly select company. I do not believe that any country produces more than a few.

The Lagonda is emphatically a car of this kind, and after my experience with it my principal sensation was one of rejoicing that it was built not in Turin or Paris or Brussels, but in England, and that I could not recall ever having tried a foreign car of this type and price which

could beat it in any essential particular. It is a new car in the sense that it is a new production of a firm who have hitherto built a totally different type of car, but it is also new, so far as my experience goes, in that at the price it makes a fresh category of its own.

While there are 2-litre four-cylinder engines on the market as powerful as the Lagonda, and a number of complete cars which will reach as high a maximum speed. I do not yet know of any which combines all the Lagonda qualities at the Lagonda price. I hope there may be, and that I shall have an opportunity of driving them, but at present the Lagonda seems to me to be sole occupant of a new class. That 2-litre engine is superbly balanced. You can drive it as hard as you feel inclined, I was going to say without the slightest compunction; but what I really ought to say is, without knowing that you are doing it. At sixty-five miles an hour, which is the highest speed I attained, I could detect no more vibration in anything connected with the engine than I could at, say, twenty-five – which means that I could detect none at all. On second and third speeds the maximum revolutions can be reached with the same result.

The four-speed gear-box is also a quite first-class piece of work, gear-changing being properly easy and swift, while the gears themselves make no more noise than a low, musical hum. The springing is exceptionally good (it is by semi-elliptics all round), and the car holds the road as it should do. I have once or twice come across steering which was perhaps a shade more automatic, to give it a rather clumsy name, but I should certainly say that the Lagonda steering is among the six best.

These things, you will admit, are things that cost money and are therefore generally found only in cars costing a good deal more. When you add to them the fact that the entire chassis, from radiator to back axle, is finished as cars

used to be finished in the days before quantity production brought slovenly methods and 'outsides don't matter' ideas in its train, you will see what I mean by assigning to the Lagonda a class of its own.

The design of the four-cylinder engine, which has a bore and stroke of 72 by 120, is distinctive and interesting. The valves are operated by a pair of over-head cam-shafts, one on each side of the engine, and, although you might suppose that this arrangement might mean noise, actually the Lagonda is one of the quietest engines I have ever known. The magneto is mounted on top of, and skew-driven by the offside cam-shaft, and is therefore properly accessible. The crank-shaft, which is carried on five bearings, is counterbalanced, which no doubt accounts to a large extent for the quite extraordinarily vibrationless running of the engine.

Several features of this car deserve the close attention of anyone who likes well-designed, well-built machinery. One is the admirable provision made for the lubrication of those parts of the chassis which, from their inaccessibility, rarely get attention. Oil-pipes are led from these points to a few grease-gun nipples (three or four) neatly arranged behind a door in the valance. Short of strictly automatic chassis-lubrication, I have not yet come across anything so practical. There is no

excuse for neglecting the lubrication of the Lagonda chassis – which is more than can be said of a number of cars costing a good deal more than £600.

Another point I like is the combination of a thermostat with the cooling pump; another, the fact that you can detach the cylinder-head without disturbing any timing; another, the design of the oil-strainer, which allows it to be taken out and cleaned without breaking any connections. It is a car which has been very carefully thought out – not so common an event as you might suppose today.

The coachwork of the 'Semi-Sports' four-seater I tried is excellent, upholstered half pneumatically, half with springs and horsehair. It and the floating instrument-board (which carried a revolution-counter as part of the standard outfit) are finished in a style worthy of the chassis. All this kind of thing is very well done on the new Lagonda, and rightly so; but it is the really flexible, vibrationless running of the engine and its intoxicating liveliness and acceleration which capture your heart. Drive it, and share my delight that it is English. Our foreign rivals have yet a lot to learn, so long as we can produce a car like this at £590.

John Prioleau

The Illustrated London News
August 28th 1926



COPY DATES FOR FUTURE MAGAZINES

Autumn: Copy to me by 20th September.
Publication Mid-November.

Winter: Copy to me by 24th December.
Publication mid-February.

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Thoughts on Overheating – or 'Put a sock in it'

Many trips in a Lagonda are spoilt by spending more time looking at the water temperature gauge than the view. Other problems can occur due to overheating such as low oil pressure, fuel vaporisation and even pistons seizing in recently re-conditioned engines.

The Meadows engine for some reason I'm not aware of seems to produce a lot of loose scale and brown silt in its water passages – much worse than other pre-war engines I've worked on. This scaling is even worse if the engine has been without water for a period either to avoid frost damage, during a rebuild or its just all leaked out of the water pump gland while stood for a month or two!

The Lagonda company was well aware of this problem and used to fit a 'top hat' gauze filter between the top aluminium casting and the radiator header tank. These are not easy to clean when blocked and many were disposed of allowing the scale and silt to enter the radiator and gradually or not so gradually block the water passages.

At the risk of being pedantic, I would remind the reader that comments like 'the header tank's too small', or 'I must fill the radiator right up' are wrong. The temperature of the water depends on the capability of the radiator at the front to remove the heat generated by the engine ON A CONTINUOUS BASIS. Also the fitting of larger fans is a waste of time. Fans are only required in stationary traffic or when climbing long hills very slowly where there is not enough air passing through the radiator to cool the water. In all other cases the forward motion of the car should keep the water cool (I actually race my 4½ litre without a fan to save the power it uses up!) If this is not the case and the water heats up over 80° then something is wrong.

First check the radiator shutters are not remaining shut. When shutters are open

fully the water temperature should remain between 50–60°C or lower except on extremely hot days.

Then check the engine is not producing too much heat due to hopelessly wrong ignition timing or very tight pistons after a rebuild – this is unlikely but worth checking.

The overheating cases 99 times out of 100 are due to partially blocked radiators and sometimes you can actually feel cold spots on otherwise boiling radiators (mind the fan!)

To check, disconnect the bottom casting from the bottom radiator tank and put a cork in the hole. Fill the radiator up to the top with water and then remove the cork. ALL the water should squirt out in 2 - 3 seconds. If it only runs out and takes 8 - 10 seconds to empty the radiator then its blocked and it must be removed for flushing.

Sometimes inverting the radiator and back flushing with a powerful hose immediately improves the situation as scale tends to loosely block the top of the radiator tubes. Try the drainage test again and see if its clear and all squirts out quickly. If not then take it and have it professionally cleared by someone who understands old radiators.

I have never had much luck with flushing potions sold in accessory shops I'm afraid.

There is no point in putting the clean radiator back without a filter in the top hose/casting as it will quickly block up again. If you are a real purist have a gauze filter made – not too fine a mesh or it will block up very quickly. A much better option is to use a sock. Use a new one, they are not that expensive and don't have holes in!

Leave the top aluminium casting in place and insert the toe of the sock well up past the temperature gauge and into the tank. Cut off the rest of the sock

leaving an inch to fold round the bottom of the casting and trap in place with the top rubber hose.

The sock will now filter out all the scale and dust and should be removed and replaced after the first long run. I have found the toe to be the size of a tennis ball full of muck that otherwise would have blocked the system. After replacing once the sock should last for 2 – 3,000 miles before cleaning again – say at the start of the year.

You should now find your car runs too cold and the shutters have to be adjusted to nearly closed to get the temperature up to 50° but this is a much nicer problem to deal with and I have never known any harm come to an engine due to low water temperature.

There is also the problem of water surge where for no apparant reason half the contents of the system come squirting out

of the radiator filler cap when braking hard. Clearly a partially blocked radiator will exacerbate this problem but it seems to happen with clear radiators as well.

It is important to check that the long hose which carries water from the bottom radiator casting to the water pump cannot be sucked flat by the powerful action of the pump. A metal tube should be inserted into the hose to prevent this. The filler cap should be fitted with an excellent sponge rubber gasket and if necessary reconditioned so that it shuts good and tight. Make sure your overflow pipe is clear and only half fill the top tank leaving a good volume for water expansion. Remember as long as there is water visible in the top tank the actual total quantity in the system is irrelevant to the temperature, so do not overfill – it serves no purpose (unless you are fighting a leaking system, but that's another story).



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900 miles in South Africa

The opportunity to move from anywhere to Cape Town is one that should not be missed and more so if it's a move there from the dry and dusty Transvaal highveld. Household effects, the essential workshop and the family car were easy but what about the yacht and of course the Lagonda - a 1932 2 litre Continental (ex UK UF 9108).

It looked like three separate trips until a fellow Lagonda owner (ST34 and a V-12 in restoration for the last 20 years) said drive her down - she'll love it and find someone to tow the boat down in convoy with you. It will stop you speeding. A good idea - 900 miles - easy at 40-45mph, the limit being the boat trailing speed and from 6000ft to sea level would be downhill all the way!!!

Preparations were limited to a thorough check, a thorough greasing and ensuring that I had the right tools and accessories for any unforeseen problem of a minor nature. October is a beautiful month in South Africa, early summer with warm days and cool rather than cold nights so it would be hood up to keep out the sun.

The first point of the trip was an easy 100 miles to the Vaal dam on the Transvaal/Orange Free State border where it took 2 days to dismantle the yacht (a 32ft trimaran) and secure it to its trailer behind a Toyota Landcruiser voluntarily driven by my father; this was easier to drive than the Lagonda?

The convoy began at sunrise on a gloriously clear and still morning, one of nature's best with views all the way to our maker. The gently rolling countryside was a maze of long shadows interwoven with bands of sunlight dancing on dew covered grasses slowly turning from brown to green following the first rains. The Lagonda was enjoying this despite the bumpy secondary roads which we had to endure en route to the main highway. It was too early in the day for other than farm vehicles and we enjoyed having the road to ourselves and it was an opportunity to take in the beauty of the morning.

The first two hours belied what nature had in store for us. We reached the main North/South highway north of Kroonstad where we stopped for breakfast at a motorway stopover. Back on the highway a westerly wind was beginning to stir the dust on the maize fields. Whirlwinds are common in the Free State in the summer months particularly in the heat of the day, and similarly the gale preceding thunderstorms is a feature of the mid afternoon. There were no clouds in the sky and the wind was cool and each time it gusted the Lagonda hood protested to the point where the one attachment to the windscreen lifted. Despite tightening the butterfly on several occasions and using a piece of brass Shimstock to try to keep the hood in place, the wind eventually won by lifting the hood clear of the windscreen.

Fortunately there was no damage and having stowed the hood we proceeded. By this time the wind must have been over 50 knots, gusts needed steering correction and in front of me the boat trailer was swaying viciously; our speed dropped to 30 mph. The wind was blowing red dust in horizontal streaks across the road, the sky was partially obscured with visibility down to about 500 yards. I used a cleaning rag as a mask and was thankful that I had fitted an aircleaner to the single SU carburettor, a motorcycle pancake type which mounted at an angle, was clear of the bonnet. This dust storm lasted a couple of hours and we were delighted when the wind dropped to a mere 25 mph, the grasslands of cattle country stopped the dust and the sun warmed the late afternoon.

The Lagonda purred along taking pleasure in overtaking the boat and running ahead by a mile or so before dutifully resuming station closed to the boat. I was beginning to lose range on the ignition lever as we had dropped 2000 ft from the Highveld - quite significant: a quick adjustment on the drive dogs put this right and she purred even better. Petrol consumption was excellent, 18.3

miles to the gallon on best quality leaded 87 octane - no lead problems in RSA yet!!

The late afternoon saw Bloemfontein behind us at sunset and as I backed the Lagonda up a small incline as a precaution for the following morning our farmer host greeted us with a fresh bottle of scotch and as a prelude to the evening threw the top into a nearby bin. The Lagonda would have to do with water.

A thin layer of frost lay over the car - unusual for this time of year - and a cold southerly wind meant driving with gloves and a thick parka for me. I decided to leave the hood stored and unzipped the drivers side of the tonneau. I flooded the carburettor and the engine leaped into life at the first touch of the starter; the Toyota needed a rolling start. I was looking forward to the engine warming up as this would at least keep my feet warm. This was not to be.

I had not got around to installing the radiator fins on the car and had not actually needed them hitherto as most driving had been on warm sunny days. I had a selection of fins from 2 litre and 4½ litre engines and two cowls for the 2 litre which had been picked up at a series of autojumbles in England. The radiator temperature stopped at 60 C rather than the normal 80 C and while the engine performed better than normal my feet were frozen. I quickly installed another pair of socks for myself and a sheet of cardboard torn from a box covered about a third of the radiator - success, 80 C, warm feet and perhaps improved performance.

The Orange Free State and Northern Cape is described as a flat and uninteresting stretch of country. Labouring up umteen lengthy inclines in a 2 litre Lagonda soon dispels any ideas of flatness and at the resulting speed one has time to enjoy the rugged beauty of this rather barren landscape. Kopjies and flat topped mesas rise starkly above rolling country divided by dry stream beds. Sheep graze on Karoo bush and here and there a windmill indicated a water tank or a stand of bluegum trees and a patch of greenery pinpoint farm buildings. The

sun and the shadows it creates change the picture throughout the day; the sharp contrasts of midday giving way to soft pastel shades of pink and blue as the sun sets.

One feature of driving through this country in a vintage motor car is the interest taken by people not only in cars but on the road sides. My response to flashing lights, hoots and frantic waves was a royal wave (as seen on BBC TV) which after all the practise is nearly perfect although frankly tiring; one good reason perhaps for limiting the time the Royals spend in pageantry. Is there a market for a mechanical royal wave for these cars?

The second night was spent 25 miles south of Beaufort West in a one horse hamlet called Leeuw-Gamka. This consists of a half star hotel, a police station, a railway siding and a few houses owing their existence to the siding. I advanced the ignition once again as we were going to descend a further 2000 feet in the morning and put the Lagonda to bed before retiring for a well earned beer at the hotel. These places are excellent value for money. Dinner, bed and breakfast cost £8 per head and this included a 5 course dinner. We took the 1st few tots out of a Drambuie bottle which judging from the dust on it had last been opened by Lord Roberts on his journey north during the Anglo Boer War; it tasted fine, it must have been a good year, we certainly slept well on it.

Drama started the day. The Toyota had different plans and refused to start and it was parked to prevent the Lagonda being moved out. There was no one around to help push, the one horse was still asleep, so we uncoupled the boat and using a pole levered the Toyota forward out of the Lagonda's way. Has anyone tried tow starting a Landcruiser with a Lagonda?? Well for future reference it works. The Lagonda started at the first touch of the button and after running a tow harness from the rear spring shackles to the Toyota and towing it all of 5 metres it too decided to join the trek.

A beautiful day made the last leg of the journey even more enjoyable. As one descends from the plateau the route takes one through beautiful mountains forming the escarpment and we were lucky enough to see the 'last of the flowers' dotted along the roadside and on patches on the slopes.

The Cape is renowned for its flowers which blossom from August through to October and are particularly spectacular in the arid areas following any rain.

We left the National road south of the Touws Rivier and headed towards Hottentotsskloof and the Theronburg pass into Ceres where we would end our journey. This drive can only be described as magnificent. The mountains rise 3000 feet on either side of a broad valley which happily is almost totally unspoilt, the only evidence of man being the occasional farm buildings and the road. Influenced by the angle of the sun and a cloud cover the mountains present a changing and colourful show as the day

progresses and at midday our presentation was exquisite. Bubbly cumulus cloud and deep dark shadows served to highlight rugged grey blue rockfaces standing guard over cold scree slopes amid patches of greenery.

The valley terminated in a steep windy climb to about 1500 ft. I wondered if the Lagonda would make it without running the Autovac dry; I need not have worried, the car performed as if hill climbing was a speciality.

The Teronsberg pass was a downhill affair into the most beautiful valleys, the fertile bowl surrounding Ceres, famous for its apples, pears and numerous fruit juices.

It felt good to have completed the journey with no problems, the 60 year old car having behaved impeccably. 900 miles at just over 20 mpg and no oil added is no mean feat. A wipe down followed by a covering with a dust sheet in a dry garage was less than she deserved.

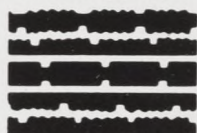
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TRIPLE STUD (S5) PATTERN



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B5 PATTERN



D2 103 PATTERN



R55 PATTERN

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Beaded Edge: Dunlop, Bedford, Firestone, Universal, Durandal. Wheel rims also available.

Bibendum: Michelin, Durandal, Firestone.

Straight sided: Dunlop, Universal/Lester.

Racing: Dunlop CR65, CR70, R1, R5, R6, 5-stud.

Low profile: 55/60/70% profile Dunlop, Michelin and Pirelli performance range.

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

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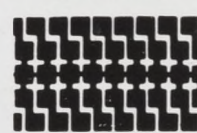
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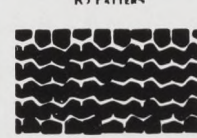
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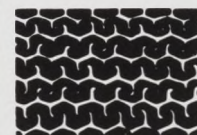
5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN

All About Tin

Since some members may be more than a little interested in Metallurgy I thought the enclosed (of unknown origin) might be worth printing.

Tin is the layman's general term for what the expert would call 'Metal'. There are many different kinds of Tin.

Brass is a very useful sort of Tin. It is mined in Yorkshire, and is said to occur wherever there is muck. Out of Brass we make monkeys, knobs and money.

Nickel is the sort of Tin used for making American money.

Lead is a very heavy sort of Tin, used mainly for making the middles for pencils and poisonous paint for children's toys. It is also used for roofing churches which last for hundreds of years because the heavy Lead stops them blowing away.

Steel is what people do to the Lead on church roofs.

Aluminium is a very light sort of Tin, often used for supporting chimneys. Specially shaped hooks called 'Aerials' anchor the chimney to the sky and stop it blowing away. They also attract lightning which is made of electricity, which is what makes television work. Aluminium is obtained from milk where it floats to the surface, forming a skin.

Wire is a very thin sort of Tin. It is often used for making fences because it is so thin you can see right through it.

Mercury is a very runny sort of Tin, often confused with water. It has the remarkable property of getting longer when it gets hot and is thus ideal for making thermometers. Scientists are trying a way to reverse this effect, i.e. making the Mercury get hot when it gets longer, in order to solve the world's energy problems.

Iron is a very flat sort of Tin, used for taking small creases out of shirts and for putting big ones in. Another sort of Iron can be used for glueing bits of Wire together.

Rust is a very crumbly sort of Tin, ideal for making motor cars.

Chrome is a very shiny sort of Tin, useful for holding Rust together.

Copper is a dark blue variety of Tin, used as an inert filler for Panda Cars and football stadiums (stadia?).

Tungsten, Sodium and Strontium are light sorts of Tin, Tungsten grows from bulbs; Sodium grows on long stalks at the side of the road. Strontium is not as light as Sodium or Tungsten and only glows feebly in the dark. Fitted to a wristwatch it enables you to tell what time the lights went out.

Barium is an edible sort of Tin, fed only to hospital patients suffering from transparency.

Gold is a very soft sort of Tin, much too soft to be of any use.

Magnet is a very attractive sort of Tin, which always points North. This special property makes it ideal for propelling ships.

Uranium is a very hot sort of Tin containing little gadgets called atoms. This unique property makes it suitable for manufacturing electricity and other kinds of explosive.

Silver paper is an alloy of Tin and cardboard, widely used in the packaging industry.

Platinum and Osmium are used for making pens, and Indium for making ink. Zinc is used for washing Potz and Panz.

Titanium is a very strong sort of Tin, used to reinforce ladies' underwear.



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Letters

Dear Ken,

Just a line while being uplifted by Sunday half-hour to wish you well in what I assume is a new job, and if you haven't yet found one, happy house hunting.

One advantage of your new area is that it will be kinder on the 2 litre.

David told me that but for the move you may have been forced to give up editing the Magazine and that would have been a great pity.

Re the magazine, this last issue I thought was a bit thin and I don't go a bundle on the new cover. If pictures are a problem why not turn them through 90°. I know the average IQ of members is not high, but I think they could suss out that they had to turn it through 90° to view.

The regional events coming and regional secretaries I consider to be a complete waste of good magazine space and should be confined to the newsletter where they rightly belong.

Lastly, did you have no letters from members, because if so you should give them a right editorial rocket up their exhaust pipe.

Again all the very best for the future.

Regards,

Alan Brown

Dear Editor,

I enclose a copy of an article from The Illustrated London News of August 28th 1926. I am not aware that it has been previously reproduced in the Magazine.

I think the reaction of the reporter John Prioleau, to the introduction of the 14/60 is most interesting and his comments about how it fitted into the market. It is a pity that the article was not accompanied by a picture of the Lagonda.

I do not think that any owners of 14/60 would disagree with his praise and enthusiasm.

Yours faithfully

Roger Watson

Dear Mr Painter,

I thought you might be interested in some photographs taken at the celebrations of the 65th anniversary of the first Ards TT. You can see that 5 Lagondas turned out – which is around 50% of all cars in Ulster – although some have not been on the road for a long time Peter Walby should have some more photos which he could send you.

Thank you for all your hard work and an excellent magazine.

Yours faithfully,

Hume Logan



Frank Storr from Holywood brought his LG45 Tourer to the Ard's Anniversary.



(From left to right) Dunleath, Walby, Logan, Lord Dunluce, Storr.



The M45 of Peter Walby from Belfast.

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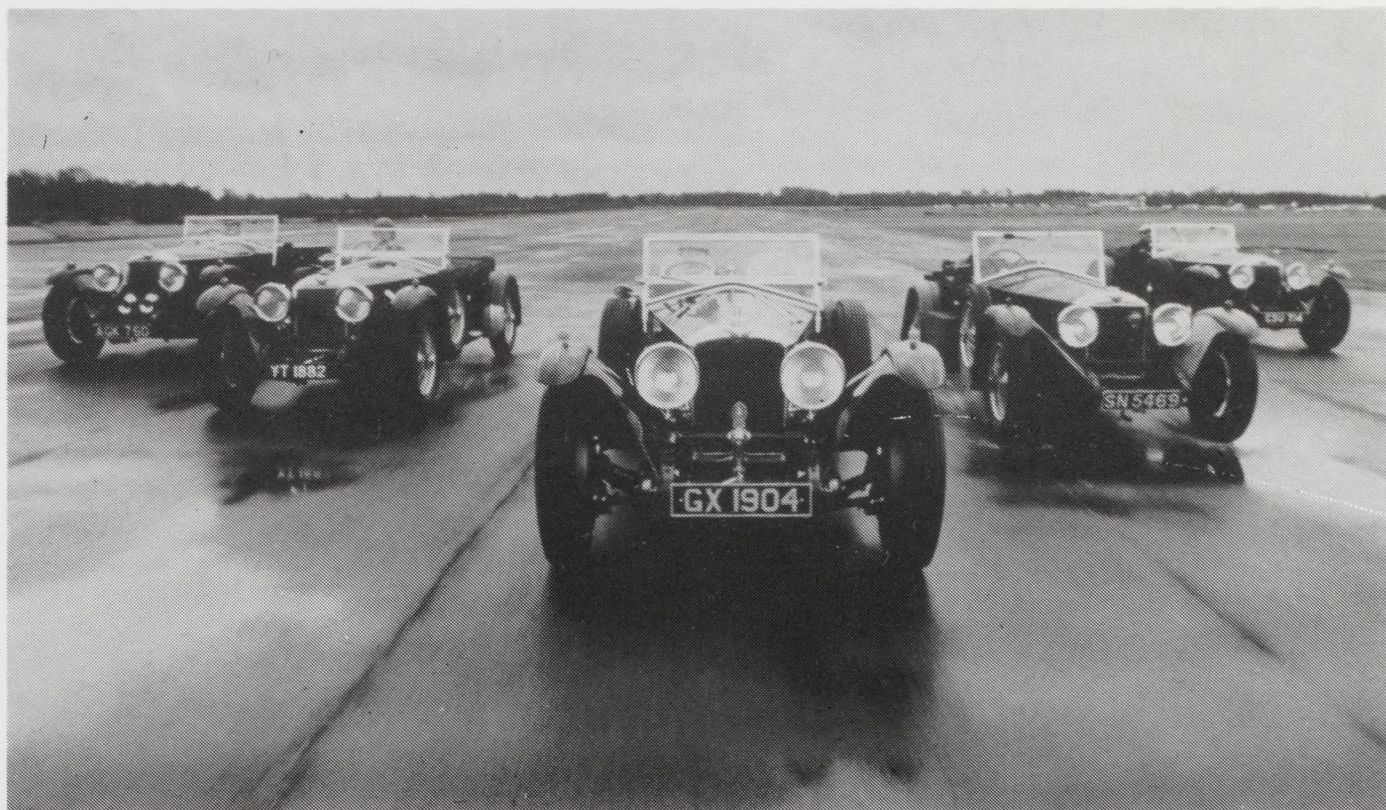


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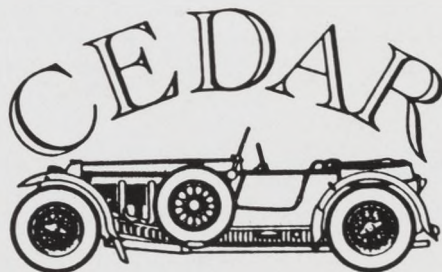
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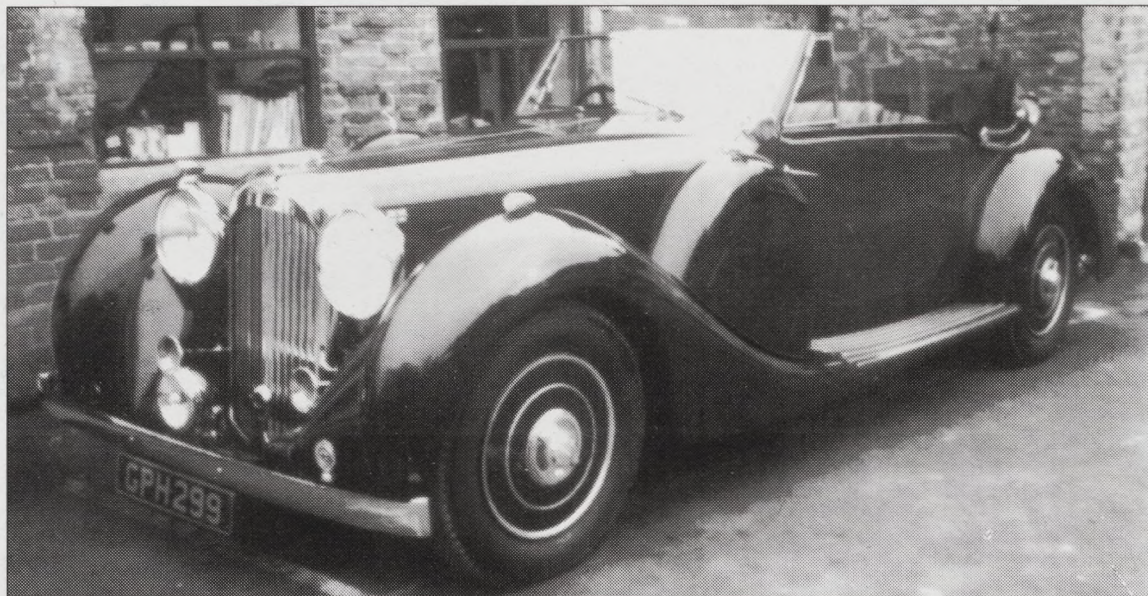
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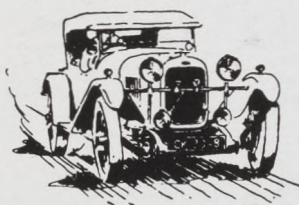
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