

THE MAGAZINE OF THE LAGONDA CLUB

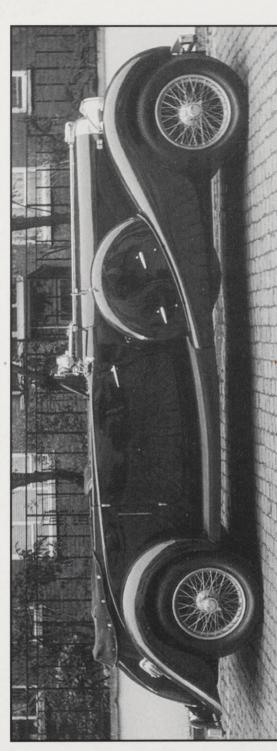
Number 167 Winter 1995/96

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C O Y S O K E N S I N G T O N

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A
CLASSIC MOTOR CAR"

FOUNDED 1919



1936 Lagonda LG45 Tourer. This rare car has been active in the Club for many years and is subsequently very well known. The car has all the benefits of a Sanction III engine, a G10 gearbox and light touring coachwork, thus giving the car excellent performance and accommodation

for 4 adults, ideal for European touring.

CARS IN STOCK

 MG N Type Supercharged, Full FIA papers Maserati 6CM 		0 Mercedes-Benz 300 SL Roadster	1 Mercedes-Benz 280 SE 3.5 Drophead Coupe	0 Rolls-Royce Silver Ghost Fully Collapsible	Salamanca	0 Rolls-Royce Phantom II Sedanca de Ville by	Hooper		6 Talbot-Lago T150C Ex Works 4 times Le Mans				5 Vincent Black Knight Motorcycle
1934	1959	1960	1971	1920		1930		1963	1936	1951	1955	1958	1955
Bentley S1 Continental Fastback by H J Mulliner Bugatti Type 57 Stelvio drophead coupe		Ferrari 212 Barchetta - Ex Mike Hawthorn	Ferrari 275 GTB/4	Fraser-Nash Le Mans "TMX 543"	H.W.M. Jaguar	Jaguar E-Type Competition Lightweight	Le Mans winner 1963	Jaguar XK120 Roadster	Lamborgini Muira S	Lagonda LG45 Tourer	Lagonda V12 Rapide one of 12 cars built	Lagonda V12 Short Chassis Sports Saloon, Ex	Winston Churchill
1956	1938	1952	1967	1949	1953	1963		1954	1968	1937	1938	1938	
Alfa Romeo 8C 2900 Touring Spyder Allard J2		Aston Martin Two Litre Speed Model	Bentley 3 Litre Speed Model Tourer by Cadogan		Bentley Speed Six Tourer by J Gurney Nutting	Bentley 4 1/2 Litre Supercharged Tourer, one of	the original 50 cars			Bentley 4 1/4 MR "Malcolm Campbell" design cut-	away door tourer by Vanden Plas		(power steering)
1939	1932	1937	1922	1929	1930	1930		1934	1934	1937		1955	

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MAGAZINE Issue No. 167 Winter 1995/96

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Hon Secretary: Colin Bugler, Wintney House, London Road, Hartley Wintney, Hants, RG27 8RN.

Tel/Fax: 01252 845451.

Hon Treasurer: Colin Lindsey, Ickleton Place, Brookhampton St., Ickleton, Cambs CB10 1FP. Tel: (Home) 01799 530266, (Bus) 01279 656531

Hon Communications Officer: John Stoneman, 21 Main Street, Little Thetford, Ely, Cambs. CB6 3HA. Tel: 01353 649494

Hon Competition Secretary: Peter Whenman, White Cottage, Phoenix Green, Hartley Wintney, Hants RG27 8RT. Tel: 01252 842589 (between 7.30 - 8.30 pm) Fax: 01252 844980

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The Spares Service: John Breen, 12 Blackmore, Letchworth, Herts, SG6 2SY. Tel: 01462 486476.

Committee Member: John Oliver, Dormer Cottage, Woodham Park Way, Woodham, Weybridge, Surrey KT15 3SD. Tel: 01932 346359. **Editor:** Ken Painter, Church Farm Cottage, The Street, Rickinghall, Suffolk IP22 1EQ. Tel: 01379 898228.

Registrar & Newsletter Editor: Arnold Davey, 86 The Walk, Potters Bar, Herts. EN6 1QF. Tel: 01707 654179.

Technical Advice:

Peter Whenman, address as previous. Alan Brown, Knarr Mill, Oldham Rd., Delph, Nr Oldham, Lancs, OL3 5RQ. Tel. 01457 820267.

Jeff Leeks (DB models), address as previous.

Colin Mallett, (11.9 and 12/24 models). Tel: 01728 688696.

Paul Nickalls (Rapiers), Maryland, Bredfield Road, Woodbridge, Suffolk IP12 1JE. Tel: 01394 384463.

Australian Representative: Ron Graham, P.O. Box 63, Walkerville, Southern Australia 5081.

USA Representative: Christopher Salyer, 3237 Harvey Parkway, Oklahoma City. Oklahoma 73118, USA.

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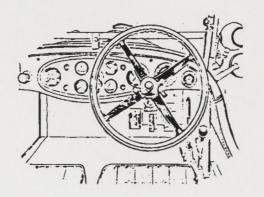
FRONT COVER

Memories of Le Mans! Roger Forster's 1934 M45 on the circuit.

Picture courtesy of Aston Martin Lagonda.

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From the Driving Seat



WHAT DID SANTA bring you for Christmas? I rather hoped for a bright shiny LG45 Rapide, but my Christmas stocking wasn't quite large enough. Actually, I already have an LG45 Rapide, it is a splendid scale model made of pewter and about 4 inches long, which I bought at the Beaulieu Autojumble a couple of years ago. That, along with my Matchbox model of the LG6 and my prewar Dinky V12 coupe, represents the whole of my Lagonda model collection.

Yes, I know there are other models. The Club has a superb model of the 1935 Le Mans winner as one of its trophies, we have recently featured an advertisement by Four Wheel Models and I have admired the DB 3 litre models they supply. There may well be others I don't know about, but our marque is not well represented in the model world is it? I am sure that someone "out there" has compiled a comprehensive list of the Lagonda models which have been marketed over the years and I can't recall ever seeing such a list published. Can anyone provide an article on this for our next magazine?

This part of the magazine is always one of the very last parts to be written and, true to form, is being typed over the Christmas holiday. I had hoped to spend a significant part of the holiday playing with my "big boy's toys" in the garages, but the sudden change in our weather has rather changed that. At the moment, my new garage has lights, but no power

circuits, so my electric heaters only work if I bring in an extension lead from the other garage - and an open door rather defeats the object. I really do intend to make significant progress on my 2 litre saloon this year, my endless collecting of parts will continue until every last part has been found, but I am itching to get to work on re-making the body frame now that I have a decent amount of working space for the first time since Peter Jones gave me the skeletal remains of a saloon body to use as a pattern.

The real reason for wanting a saloon was - and is - that we had a beautiful 2 litre Weyman saloon in the early 'sixties. I sold it to buy a 31/2 litre tourer and, after passing through the hands of a couple of dealers, "my" 2 litre was shipped to America and seemed to vanish from sight. One of my best Christmas presents was the news that, after a gap of over 30 years, it has come to light again and that John Batt is advising the new owner on its restoration. You may depend on it that letters have been sent begging for lots of pictures of the interior and exterior, regardless of its present condition. When I sold it, it was still very original and the only changes I can recall were the fitting of a low-chassis radiator in place of the original, an SU carburettor in place of the Zenith and a quick-release filler cap on the petrol tank after the original castellated one fell off and landed in a river!

K.P.P.

Reflections

I FEEL A BIT like Bob Crachit, huddled over my desk with gloves on as I write to you in the middle of the "big freeze" of Christmas 1995. The excitement of seeing the first snow on Christmas morning, lighting the log fire and going out sledging has, a few days later, given way to the nervous worry about frozen pipes and, more importantly, cylinder blocks of the Lagondas!

Watching the electricity meter spinning so fast is no comfort either, maybe the bearings on that little disc might seize up! Although I must say that the one night storage heater in the converted barn which I use as a garage has done a much better job than I expected. So far the temperature has not gone below 5° C, whilst, outside, it's -5° C, so I must not complain.

1996 now approaches and I have two new year resolutions. The traditional one, about losing weight and the main one, to really get a move-on with the LG45 manual and try to get it finished.

I have made some progress with it during the year, but not enough. The section on magnetos slowed me down a bit as I was determined to get to the bottom of how a Scintilla Vertex worked. I even went as far as making the little tools needed to undo the infernal circular nuts which hold them together. These were obviously an early attempt to keep serious maintenance in the hands of the main dealers.

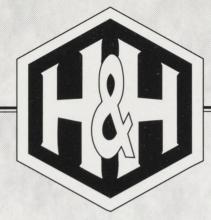
Undaunted, I pressed on, marvelling at the brain of the guy who conceived such a brilliant piece of technology, which has stood the test of time. The sketches I made when taking one to bits were a huge help on re-assembly, as was the second magneto, which still lay undisturbed on the bench. The result was a sparkling success and all will be written up for the manual.

We all own Lagondas for a reason, but I guess the reason can vary from member to member. Yes, I get a great thrill out of driving them and their wonderful appearance and performance. However, my main satisfaction comes from working on the mechanical and electrical bits, a pleasure denied to the owners of current-day products. It won't be long before the sealed bonnet is a new feature of the Geneva Motor Show!

I would ask you to use one wish for the survival of Lloyds of London in the critical year of 1996. Not only, I hasten to add, because your Chairman is a hardpressed "name", but because if Lloyds goes, I expect our rather modest classic car insurance premiums may well suffer inflation.

Up to a few years ago, the Council of Lloyds was made up from the great and the good of the industry, a bit like the Lagonda Club Committee of today. It was an honour to serve in a voluntary capacity and everyone did their "bit", so to speak. However, these worthies at Lloyds were no match for the villains and the lawyers and they have now been replaced by full time professionals, who are trying to save the establishment. With the benefit of 20/20 hindsight, the Old Guard look almost laughably naive and incompetent.

Let us hope history is kinder to the Lagonda Club Committee, as it struggles with the complexity of product liability,



CLASSIC CAR AUCTIONS

Buxton, 21st February 1996

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company law and taxation, whilst still trying to provide entertaining events for

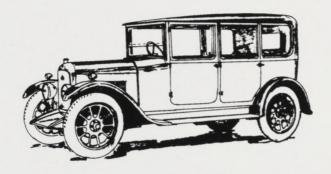
the membership!

Talking about membership, we are becoming increasingly aware of considerable numbers of Lagonda owners who, "gasp, shock, horror", can't be bothered to pay our modest subscription and yet still expect to buy spares, search our archives and even join events! We have not been inclined to

refuse them in the past, hoping to encourage or shame them into joining the Club. However, in 1996, we are going to try a more robust approach and only help Lagonda owner/members, which seems only fair to our existing 700 or so loyal members. As always, your comments are welcome.

Happy Lagonda-ing for 1996

David Hine



Carburettors and Things

A FEW ISSUES back I did a piece on SU needle part numbers. Actually, when I looked it up, it was Autumn 1988, but it didn't seem to be all that long ago. Recently, at an autojumble, I found a man who was selling a giant boxful of technical leaflets and I came away with several that are relevant to our cars. I have passed the one on Girling brakes to David Hine, who is doing the LG45 manual and on the next page is a summary of the SU leaflet, followed by the Timken bearing one. I realise that lots of these part numbers are obsolete, but it does help if you can quote the original, as quite often the modern catalogues give comparables.

In the 1988 article there was one real error; the rich and weak needles for the 16/80 were transposed. I am also doubtful about some of the diameters, having quoted from earlier Lagonda Club

articles, rather than going to SU publications. They are correct now. I had always been under the impression that each 1/8" increase in bore moved the number up one, so that $H4 = 1\frac{1}{2}$, H6 =1¾" and so on. This is generally true, but there are exceptions, as the tables show. Also, in the 1988 article, I gave the modern part numbers. Since than I have managed to misfile the crib and cannot now find it, so the needles that are "new" this time, i.e. weren't mentioned before, don't have a modern part number against them. One last point. The spring colours quoted for the V12's "Thermo" carburettors are in a different series to the spring colours quoted for post-war DB cars. This is important. A V12 yellow spring is 234 oz at 1 inch, whereas a vellow spring for an H6 carb is 8 oz at 23/4 inches.

(Please see Tables on pages 8 & 9)

		Carh		Int	Int	Needle (Std)	(Std)	Needle (Weak)	(Weak)	Needle (Rich	(Rich)		Fuel Pump	Jump
Model	Carb(s)	Spec	Dia	Dia	Code	No.	Aud Part No.	No.	Aud Part No.	No.	Aud Part No.	Spring	Spec	Altern
2L	HV3	AUC 2	11/4"	0.09	6	4	1003	က	1002	rC	1004		AUA11	AUF406
2L Cont'l	HV3	AUC 162	11/4"	0.09	6	9	1005	22	1004	7	1006		Ξ .	=
2L S/C	HV5	AUC 110	15%"	0.10	1	×	1244	KA	1470	GK	1215	,	Ε	=
16/80	2 x HV3	AUC 184	11,4"	0.09	6	62	1022	GA	1283	61	1021		Ε	=
ЭГ	2 x HV4	AUC 192	1%"	60.0	6	RLB								
3%F	2 x HV4	AUC 192	13%"	0.09	6	7	1006	AO	1047	MME	1265	ı	Ξ	=
4% L Excl. Rapide	2 x HV5	AUC 229	15%"	0.10	1	KT	1246	C1	1099	X	1244	1	=	=
4% L Rapide	2 x HV5	AUC 229	15%"	0.10	П	×	1244		ı			1	=	=
V12 STD	2 x D5 Thermo	AUC 372	1%"	0.10	1	W04	1416	(WO2	1414			White	±	=
								(WO3	1415					
V12 Le Mans	4 x D4L Thermo	AUC 435	11/2,"	c-·	c-·	RK						Green	Ξ	=
2.6 (1949)	2 x H4 Thermo	AUC 519	11%"	0.00	6	BX							AUA55	AUF406
2.6 (1950/2)	2 x H4 Thermo	AUC 556	11%"	0.09	6	GB	1206						=	=
2.6 Mk1 Vintage	2 x H6 Thermo	AUC 571	134"	0.09	6	RL						Yellow	=	=
2.6 (1952/3)	2 x H4	AUC 596	11/2"	0.09	6	GB	1206							
2.6 Mk2	2 x H6	AUC 701	134"	0.09	6	SQ						Yellow	=	=
,	0110	711V	13/32		c	(LB2	1255	(With S	(With STD Air Cleaner)	leaner)		Yellow	=	Ξ
31.	0 X X 110	700 00V	1.4	60.03	ח	AS)	1336	(With	(With Vokes Filter)	(ter)		Yellow	=	Ε

TIMKEN TAPER ROLLER BEARINGS

These part numbers are extracted from Timken's catalogue of 1933. We are fortunate that Lagonda, being perpetually hard up, didn't use anything very special and tended to design to nice round numbers, which are generally still available. Although they quote cone and cup separately, it is of course good practice to renew both together.

Front wheel inner Front wheel outer	14125 cone 09074 cone	14274 cup 09196 cup
Front wheel inner Front wheel outer Steering pivot	339 cone 1986 cone T101	333 cup 1920 cup Thrust bearing
Differential (LH & RH)	377 cone	3720 cup
As 16/80, less the differentia	al bearings	
Front wheel inner	339 cone	333 cup
Front wheel outer	1986 cone	1920 cup
Differential (LH & RH)	30214 (co	mplete bearing)
As above, plus:		
Steering pivot	BT 101	Thrust bearing
Differential (LH & RH)	30214 (co	mplete bearing)
Rear wheel	3386 cone	3320 cup
Differential (LH & RH)	359S cone	3525 cup
Bevel pinion, front	3188 cone	3120 cup
Bevel pinion, rear	3877 cone	3820 cup
Differential (LH & RH)	24780 cone	24721 cup
Bevel pinion, front	02877 cone	02820 cup
Bevel pinion, rear	31593 cone	31520 cup
Rear wheel inner	368A cone	362A cup
Rear wheel outer	28158 cone	28317 cup
Differential (LH & RH)	24780 cone	24721 cup
	02872 cone	02820 cup
	31593 cone	31520 cup
		assembly 6 cup
Steering worm lower	03062 cone	03162 cup.
	Front wheel inner Front wheel outer Steering pivot Differential (LH & RH) As 16/80, less the differential Front wheel inner Front wheel outer Differential (LH & RH) As above, plus: Steering pivot Differential (LH & RH) Rear wheel Differential (LH & RH) Bevel pinion, front Bevel pinion, rear Differential (LH & RH) Bevel pinion, front Bevel pinion, rear Rear wheel inner Rear wheel outer Differential (LH & RH) Bevel pinion, rear Steering worm upper	Front wheel inner Front wheel inner Steering pivot Differential (LH & RH) As 16/80, less the differential bearings Front wheel outer Tion the wheel inner As 16/80, less the differential bearings Front wheel inner Front wheel outer Differential (LH & RH) As above, plus: Steering pivot Differential (LH & RH) Rear wheel Differential (LH & RH) Rear wheel Differential (LH & RH) Bevel pinion, front Bevel pinion, rear Differential (LH & RH) Sos cone Bevel pinion, front Bevel pinion, rear Rear wheel inner Bevel pinion, rear Rear wheel inner Bevel pinion, rear Steering (LH & RH) Bevel pinion, rear Steering worm upper Steering worm upper Steering worm upper

There should be enough anomolies in that list to keep the Editor's correspondence columns going for months. Why does the LG45 steering pivot vary between Sanctions? What is the subtle difference between 1948 and subsequent front bevel pinion cones that enables them to both run in the same cup? Over to the experts.

Arnold Davey



The Start - 9.30pm on Thursday.



The lunch-time scene on the second day.

The 7th Historical Tour of Sicily Organised by the Italian Veteran Car Club Panormus

SICILY IN APRIL. Three days of fast driving, bowling along good, traffic-free country roads, fringed with copious and wonderful wild flowers, passing through quaint old villages, pausing for delicious lunches of pasta, olives and wine in vine shaded tavernas, marvelling at the cars taking part. Well, some of it was like that. The V12 sounded and went better and better as we went along, with that intoxicating whine of power at higher revs, but I fear that much of it also involved queuing through depressing endless coastal towns in dreadful traffic, adjusted to the passage of Fiat Topolini, but not to the majestic width of a V12 Lagonda. At one point we veered from the set course down a sort of alleyway about a foot wider than the car, then came to a corner. Had there not been one inch to spare (after the bumper had removed part of a door post) I might still be there waiting for the helicopter.

Many of the competitors were, well, very competitive, in an Italian way. None seemed, amazingly, to wear out their horns, which they used continually, but specially when going through red lights or overtaking on double white lines, into blind corners or into oncoming traffic. However, the other locals were not at all put out at this behaviour, so I suppose it is just a question of what you're used to.

The onlookers were incredibly enthusiastic and cries of "bella machina" echoed round the townships we passed through. In many of these one had to drive at, rather than through, a crowd, which converged about fifty yards ahead, but always seemed to part in the nick of time. So far as I know we did not crush any toes, but the general uproar was so great that we probably wouldn't have heard anyway.

We nearly didn't go at all. Shirley, my wife, fell while carrying large pictures in each hand shortly before the rally and broke her nose and a knee cap, the latter being bandaged up to look like an advertisement for a French tyre. Very bravely she said that she would go, but she wasn't very mobile on crutches and on the second day we were late starting and also lingered over lunch at a delightful old villa, thereby earning what must, for any rally, be a record number of penalty points, namely 423,000! No, that's not in lire, but genuine hard earned points!

Because of engagements crowding in at either end of our time away, we transported ourselves and EYY 2 on the motorail from Calais to Nice, thereby depriving ourselves of the pleasure of accompanying Tom and Di Threlfall in her Targa Florio Frazer Nash and Humphrey and Margrit Avon in his Speed Six Bentley, driving down through France.

We all met up at Genoa for the ferry which went to Palermo at 23 knots and in 20 hours. There we met the Pilkingtons (they're the Tops) with their Frazer Nash and Riley Imp and also on their trailer a 2 litre Lagonda! This made the first day and then retired with internal problems, which was sad.

Otherwise, all the British cars which started completed the course. This depended as much as anything on avoiding being hit by or hitting other road users (signalling in Sicily is used to indicate where you have just gone and is more for the coroner than the corner). 1938 brakes don't stop 2½ tons in a hurry. They take their time to come on and the handbook refers to the marvels of the hydraulic system which, as soon as pressure is on the brakes on one axle, automatically puts the same pressure on those on the other axle. Waiting for all that to happen when a Fiat 500 has

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Gudgeon Pins

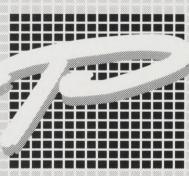
Extraded or fine bared to give smooth low stress internal bott diameter. Surface finish polish lapped to within 4 micro inches, maximum CLA. Similarly the piston pin holes are controlled to the same degree of finish by using special high speed reaming operation.

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- 1932/35 20.94 H.P. 3181cc. O.H.V. 3 Litre, special selector. 1934/35 30 H.P. 4¹/₂ litre, Z, (M45) Comp HT 1²⁵/₃₂ Crown Dome
- 1937 30 H.P. 41/2 Litre, Rapide, C.R. 6.55 to 1. Comp HT 17/8 Crown Cone
- Post War DB Engines.

Ring Equipment: in or chrome top comperssion depending upon application. Napier undercut compression rings for the 2nd or 3rd groot - 8 sophisticated compression ring acting as well as an oil scraper.

Dil control ring town bewelled cost iron and in certain applications fifted with a conformable helicoll expander giving uniform wall pressure independent of groove depth.



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disappeared from view under the radiator tends to the wrong kind of excitement.

My dynamo ceased charging on the last day, which turned out to be caused by worn out carbon brushes, but a bit of fiddling got it going again. Moral, carry out routine maintenance as per the instruction book, which of course omits to say that to get at the dynamo you have to remove part of the side of the carafter taking the nearside front wheel off, that is.

The rally started from Politeama Square in Palermo at 9.30 p.m. on Thursday 27th April. We drove about 40 miles in the dark on mostly unlit, unmarked roads, later numbers not arriving at Citta del Mare until about 3 a.m., where we had to do a timed wigglewoggle. Off nevertheless at 8.30 a.m. on Friday, through the dreary west of the island, pausing for lunch at Selinunte, then on to Agrigento, where culture occurred, a look at the best Doric temple on the island. On, on the next day past Mount Etna, spectacularly smoking, to Catania and another wiggle-woggle. Each section of the rally was timed to a split second and getting into the queue for crossing the line required temperament and elbows of a keen visitor to the January sales. Only time I've ever seen Italians queuing though. Sunday was a nine hour drive to Palermo, starting at 7.30 a.m. We got fed up with the endless coastal towns and their traffic and wickedly took to the motorway for some miles, enabling us to surprise everyone by our promptness at checkpoints. At least there was a motorway there. Many of the valleys and plains on the island have unattractive

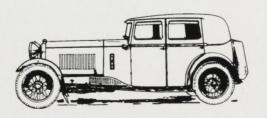
concrete motorway viaducts towering above them, but these are unattached to any road!

An excellent dinner, with unlimited food, drink, speeches and trophy presentation occupied Sunday evening and quite a lot of Monday morning. The organisation throughout was very well drilled and trouble-free and a great compliment to the Veteran Car Club Panormus, but the hotels found the sudden invasion by 400 motorists difficult. At the last hotel a charming English journalist, who rode part of the way in our car to savour the delights of V12 motoring, unlocked the door of her room to find a naked Italian lying on her bed! She said she hadn't ordered him from Room Service.

As well as some very ordinary cars, there were some stunners -Cisitalias, Ferraris, an Osca Maserati and others of that ilk, Alfo Romeos and Lancias of all ages, a beautifully constructed Type 57 Bugatti replica Atlantic Coupe and a canary yellow Chevrolet Corvette (if you like that sort of thing). A Lagonda Rapier, "Phoenix supercharged", failed to show from Amsterdam.

Our most abiding memories, apart from the sheer pleasure of Lagonda driving and jolly evenings, are of overpowering heady scent of blossom from lemon and orange groves all over the island and of the excitement and warmth of welcome in the towns where a stop was organised, the people crowding in on the cars and throwing in flowers, or handing in sweets and biscuits, oranges, lemons and bottles of wine. Quite an experience altogether.

Michael Valentine



In Register

The Story so Far:

OUR HERO, delighted with unexpected success at Sandown Park in obtaining pre-war Lagonda pictures and flushed with the discovery of the only surviving V12 marine engine manual, goes to the Le Mans send-off at Staines with a new notebook and a fistful of biros to interview every "Old Lag" he can find.

Now read on:-

Before the Staines event I had already been in touch with James Doran, whose grandfather, Arthur Doran, worked in the Drawing Office at Lagondas up to the 1935 Receivership. Arthur Doran has since died, but James has preserved all his grandfather's papers and we arranged to meet at Staines for me to go through them. James had no intention of parting with them, as you can understand, but was happy to make copies of any that proved interesting. I won't list all the documents, but there were original handbooks for the 2 litre, 3 litre and all marked "D.O.Copy" enormous letters so that they could be retrieved after being borrowed. There was a detail drawing of the spring loaded door hinge for the 12/24, dated 1924, but the two most interesting items were a Wakefield booklet on the Wilson gearbox, that differs from the Lagonda version and an itinerary for a conducted tour of the Works, dated 1929, which I will come back to. James kindly made copies of both of these documents for me.

The Wilson gearbox handbook runs to 19 pages and is considerably different from the ENV version that was bound into the car's handbook for the buyer of a preselector-equipped Lagonda. The major difference is that the 'box illustrated has two oil pumps, one on the input shaft and one on the output. This overcomes one of the shortcomings of the ENV 'box, that it only has one pump, mounted at the input end. Thus you have to disconnect the prop-shaft of an ENV car if you intend to tow it for more than a mile or two, because if you don't the wheels turn the gears but not the oil pump, so the 'box is not lubricated and will seize. I imagine the Wakefield booklet shows the original design by Walter Wilson for Self-changing Gears Ltd and ENV simplified it for their design, which was said to be "to Wilson patents", which isn't quite the same thing as building to his design. The gearbox that is shown in the photographs and diagrams is nothing like the ENV one in appearance or layout (internally). It may well be from a bus, from its size. At least they agree that Castrol F was the correct lubricant.

Now to the conducted tour. On the afternoon of January 26th 1929 (a Saturday), the Junior Car Club made an organised visit to the Lagonda works at Staines. The club was a very large and influential one at the time (they were the promoters of the Double Twelve, for example) and the works rather pushed the boat out for them. Various senior personnel were selected as guides and, so that they should not contradict each other, each guide was given a typed itinerary, which started with some general history and facts about the plant and its output and then set out the route to be followed and what the visitors would see in each shop. Arthur Doran was one of these guides and fortunately for us all, kept the notes for the rest of his life. The top sheet has suffered badly and is virtually indecipherable, but all the others are clear and full of fascinating stuff, even if there is sometimes

something to cavil at.

We start with "General Data for the Information of Visitors", leading off with the origin of the name Lagonda, now well-known, but not then, followed by the information that the company was formed in 1899 to make a high pressure steam engine for a launch in order to beat another on the River Thames at the time. The later dates follow: first motor cycle 1900, air-cooled tricar 1904, watercooled tricar 1906, 18 HP cars 1908/9, 20 HP and 30 HP cars 1910-12 ("a considerable proportion of the latter going to Russia"), 11.9 coupe at £150 1913. This is the point at which the historian, up to now delighted to have authentic 1929 history, starts to worry, because the 11.9 didn't arrive until 1919, so we are already into mistakes. The story carries on:

"During the war the Works were employed on fuses, an output of 60,000 complete fuses per week being reached and 1100 girls and 500 men and boys being employed".

"In 1919 car production was resumed with the 12/24 or 1500 cc class, which held to 1925, when the 2 litre was introduced".

Another mistake here, of course, for the 12/24 didn't arrive until 1923. This was only 5½ years before and already the story had got muddled. The general data continues:

"In 1900 the available floor space was 400 super feet, it is now 125,000 super feet. Total area of the Works is 5 acres. We employ from 400 to 500 and produce from 8 to 16 complete cars per week. The proportion of 4's to 6's varies but is approximately 50/50".

(We will examine these figures later).

"The power is drawn from the Town supply at 6000 volts and transformed to 415 volts. There are six 42 HP motors, which are interchangeable, spare motors being held.

I believe the factory electricity supply was DC, not AC. It was very common in those days for industrial plants to work on four hundred and odd volts DC and this certainly persisted in parts of London until the late 'forties. My father's factory in Hoxton only went over to AC when the Borough electricity service was nationalised and the cash was available to replace every single machine. The 42 HP motors were fairly new to the factory; when Frank Feeley started in 1926 there was still a huge gas engine which drove all the overhead shafting at once and occasionally stopped with a bang, dislodging huge clouds of dust and bringing about an unscheduled tea break.

We now start with the tour proper. The visitors were split up into small groups and asked not to let the groups get mixed up with each other. The principle behind the routeing was to follow as far as possible the sequence of operations involved in making a car, starting with raw materials, machining, inspection, assembly and testing. It was explained that as it was Saturday afternoon, not part of the normal working week, there would only be a skeleton staff of "volunteers" on hand to demonstrate the various processes. Arthur Doran's group started in the Brown and Sharpe Auto section, making small parts, passing two lines of Brown and Sharpe machines and then 4-spindle Grindley Automatics, also making repetition parts. They then zigzagged between %" Clevelands and various larger ones, with the operators explaining what they were doing. I won't bore you with the long trail through the machining and grinding processes, though it is nice to have explained that the Potter and Johnson machines were semi-automatic chucking machines which operated automatically but had to be fed by hand.

In 1929 they were very proud of the Hutto honing machine, which was singled out for a description in the notes:

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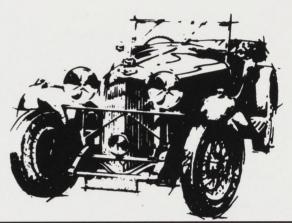
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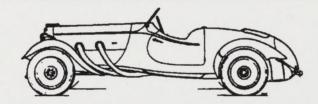
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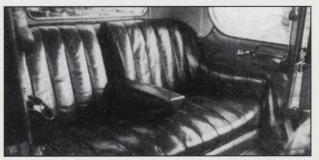




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"This is the last word in finishing cylinder bores, both as regards accuracy and finish. In addition, it is much quicker, reducing the time per bore from 75 minutes to 15 minutes".

The 1929 author can never have guessed that this machine would survive the war and use by Lagonda, Mclaren and Petters and still be in working order in 1989. Admittedly, Petters had modified it to cope with their tiny cylinders, but it was the same machine. In 1989, after Petters had pulled out, the Works Manager offered it to me for nothing, but as it weighed umpteen tons, there was nowhere to put it and nothing to use it for, I declined politely.

Having passed through all the machine shops the visitors then went to the Inspection Department, where a tensile testing machine was demonstrated, no doubt producing some satisfying bangs and they saw the gear testing machine and lining-off tables. Then through the Drawing Office to Jigs and Tools, past the girl's Mess Room, through the Surgery and Matron's Office out into the West Road. They then passed through the Finished Part Stores

to Axle Assembly.

This shop did far more than its title implied, as in addition to both axles the steering, the brakes and other large subassemblies were built here in lots of ten and passed to chassis assembly in the same size lots. Engine assembly came next, with the inhabitants demonstrating how easily the cylinder heads could be lifted, a very important facility to the 1929 motorist with his six-monthly decokes... In here the ancillary parts like water pumps and clutches were built up and also the crankshafts and clutches balanced at 580 rpm, which looks an odd speed, not likely to be any of the crankshaft harmonics and possibly dictated by the machine's capabilities rather than operational requirements. They then went through Gearbox Assembly to see the crankshafts being bedded in and the first operations on cylinder blocks, followed by progressively more advanced operations on the 4-cylinder assembly line, which was separate from, although close to, the 6-cylinder line.

Leaving Engine Assembly, they passed through Small Parts Assembly, where the dashboards were made up (off the car), oil and petrol pipes were shaped and made up, brake shoes lined and so on. Following this they saw the spot welder at work (80 amps at 210 volts) although it isn't clear quite what was

being joined.

They now came to Engine Test. Lagonda Ltd. had won a reputation for reliability and intended to keep it. Engine testing was comprehensive in 1929. First of all the "rough test", which ran the engine for 12 hours against a water brake. It was then stripped and all bearings and pistons examined and rectified if necessary. The engine was then run for a further 12 hours before the final test, which was run at full power at a range of engine speeds from 1000 to 4000 rpm and then a final burst of 4 minutes at 3700 rpm and full throttle. Each engine was then stripped again, examined and put back for a light run while being tested for quietness and balance. Fuel consumption measured throughout the testing.

After Engine Test the visitors passed through the Tool Room into the Press Room, where they did a circuit and watched Weymann body plates being made before carrying on to the Case Hardening and Heat Treatment Department. The tour then visited in quick succession the Electricians, Sandblasting, Fettling and Oil Recovery before coming to Plating, which wasn't working on a Saturday afternoon. Only copper and nickel plating in those days, of course, chromium was a couple of years away. Plating was followed by Polishing, as you might expect, and then to the Boilerhouse, a good place to be in

January. In passing, the guide pointed out the vacant space which had, until recently, been occupied by the gas engines "our original motive power".

They then came to the stores, first Raw Material (ironmongery, paint etc.) then Steel, which true to Staines logic included copper, brass and aluminium. In the notes this is regarded as being the end of the "Metal Section" and the visitors now started on the Woodworking Section, with the Timber Stores the first stop, followed by the Wood Mill and the Room, where the explained the patented processes that went into a Weymann body, this construction being featured on a high of the vehicles under proportion construction at the time (not too many tourers were sold in January). After that, they toured the small sections making seats, doors, facia boards and garnish inlaving them and appropriate. From there they went to the Tinsmiths, making petrol tanks and bonnets.

The assembled products were by now beginning to look like cars as the group reached Chassis Assembly. Frames were made up in batches of 10 and, to answer many a present-day owner's enquiry, were stove enamelled black. They then went to see how the bodies were coming along, passing through the Varnish Shop and French Polishing to watch the bare bodies being primed, filled and rubbed down. Then to the cellulose spray rooms "Practically the whole of our work now being cellulose". The Trimmers shared the same shop as the Painters, working closely together and next door was the Mounting Section, where chassis and body came together. Then to Final Car Test. Each car had about 25 miles running on the road in the hands of a test driver before being handed over to the Final Inspector (not named, but I bet it was Bert Hammond). Only when his sensitive ears and bottom were satisfied was the car deemed acceptable and ready to be handed over to the customer, usually with a demonstration run to show how everything worked.

With an eye to possible sales, Lagonda had lined up a complete set of the current models in Car Test, so that the visitors could have a good look and perhaps be persuaded to buy. Then, footsore and weary, they were led via Stove Enamelling to the Men's Mess Room by West Road for a, no doubt appreciated, cup of tea, a sit down and eventual departure. Unfortunately there is no indication of how long the tour took, but my guess is the better part of three hours.

What have we learned from this fascinating relic? First of all, some of the figures are a bit suspect. If you assume the 16 cars a week only applies in summer and just after the Motor show and 8 cars a week at other times, you still get an annual production of 624 cars, which is not what the actual chassis numbers show. Dates of first registration are notoriously unreliable, but only in one direction. i.e. a car may be registered well after it was built, but never before. Using this yardstick, my range of likely 1929 cars runs from chassis 9291 to chassis 9628, giving 337 cars, not much more than half what the guides' notes said. On the other hand, 1929 was an odd year in that the Stock Market crash in the autumn must have killed Lagonda sales stone dead. Perhaps the sales people were just telling porkies; it has been known.

This is the only contemporary estimate we have for the output mix and it shows a surprisingly high proportion of sixes. At this date the four cylinder cars would have been 14/60s and High Chassis Speed Models; the sixes would have been 16/65s and High Chassis 3 litres, mostly saloons, but with the odd bulky full tourer. The "Special", the car we now normally see as a 3 litre, was not yet in production, nor were any Low Chassis cars. In January 1929 the Speed Model was eighteen months old and the

first rush would have died down, whereas sales of saloons, and most 3 litres were saloons in the early days, would be less affected by winter than open cars. So it is possible that in January it was true to say that the output was evenly divided between fours and sixes, but this is not true over the whole year or over the whole life of the models. I have recently done an elementary statistical exercise based on the surviving cars and I calculate that there were about 1340 2 litres of all types over the period 1925 to 1932 and about 720 3 litres and 16/65s over the period 1926 to 1934. This ignores 16/80s and 3½ litres, which I have treated as separate models. Given the price difference between the models, I think this is about right.

The details of how the engines were tested is a find; to have it all written down for us is far better than having to rely on people's memories. What a time-consuming business it was. But the management must have thought it paid

dividends in customer satisfaction or they wouldn't have persisted with it. I daresay having a nine-year guarantee had something to do with it. 24 hours and 4 minutes of test running on each engine would be about the equivalent of 700 miles on the road, so the finished engine was largely run-in by the time the customer got his hands on it, a feature which AML still provide today. The running-in instructions are really for the driver and the transmission, not for the engine.

Despite my nit-picking, these notes are extremely valuable and the thanks of everyone interested in Lagonda history must go to James Doran and his late grandfather for having preserved them and allowed them to be copied.

The next part of this continuing saga will feature those interviews with "Old Lags" which the introduction to this article mentioned!

Arnold Davey

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Competition Roundup

THE excitement of the Le Mans trip rather threw our regular feature of competition reports out of sync. this year, so this is a brief attempt to catch up on some of the events which went unreported at the appropriate time. It is probably an appropriate time to plead for a volunteer to take on the regular reporting of Lagondas in competition for the magazine. It is not easy for competitors to take on this task, the members who use their cars in competition find themselves very busy during the event! We are very grateful to those brave souls who have generously written up the events in which they have competed, but here is a perfect non-competing opportunity for a member to, as the late Dick Sage so cleverly put it, record the continuing history of the cars we love. If you are interested in helping out, please speak to either Peter Whenman, or to the Editor, for details of what is involved.

Silverstone, 8th April 1995

This, as always, marked the start of the VSCC racing season. In the High Speed Trial, Matthew Collings, driving Neville Main Tucker's S/C 2 litre managed to qualify. This event is not a race, but each individual car is set a number of laps to complete and those who achieve or exceed their set laps are deemed to have qualified. To do so in a 2 litre is not easy, so well done Matthew!

Our Secretary, Colin Bugler, came 4th in Event 4, driving his 4½ litre Team Car

Replica.

Where are all the 4½ litre cars which

used to race?

Colerne Speed Trials, 22nd April 1995

This event was held in the most awful weather, with horizontal rain and in the freezing cold. At least half the entry gave up and went home, but a few hardy souls stayed.

The Lagonda flag was kept flying by Tim Wakeley in the Phoenix Park Rapier. Tim won class 3 with a time of 32.92 seconds. He was seen later wringing out his socks - or was it his underpants?

Donington Park, 1st October 1995

Anyone who had paid attention to the weather forecast in the week preceding the 1st October would have experienced butterflies, since rain, strong winds and low temperatures appeared inevitable.

Fortunately the Met Office got it wrong again and Sunday dawned bright and clear, enabling most competitors to enjoy the journey to Donington. The rather remote Paddock was crammed with cars of all descriptions, from actual entrants, to trailers, motor homes, service cars and rather too many general "hangers on", although actual spectators were few and far between.

There were well over 200 competitors, including the popular Morgan three wheelers and exciting

1950s sports cars.

Practice began on a damp and very slippery track, so several incidents, fortunately without any injury, meant that there was some time slippage, resulting in a rather restricted number of laps for some of the practice sessions.

As the time for the first race approached, the heavens darkened and, sure enough, 5 minutes before the "off", a deluge caused everyone to run for cover, except the drivers already in the assembly areas, who were soon sitting in

puddles.

The 5 lap Brooklands Trophy Race was flagged off 10 minutes late on a very wet track as the rain ceased and Donington lived up to its reputation of being a near ice rink in the wet, aided, as some say, by the deposit of aviation fuel on the flight path to the East Midlands Airport. Paul Grist improved from third to first place to win by over 5 seconds in the treacherous conditions. Adam Painter, in the family Maserati finished 7th. David Fletcher-Jones and Tim

Metcalfe were steadier than most and finished a few seconds apart in 8th and 9th positions, having exhibited excellent road holding as the racing line gradually dried.

The 10 lap Seaman Trophy for Vintage Cars Race resulted in predictable win for Tim Llewellyn, followed by Hulbert (Alvis) and Baker-Courtenay in the Sunbeam Tigress.

A full grid for a 5 lap Handicap saw Terry Brewster hang on for third place in the 4½ litre "Fire Engine", with Alistair Barker 9th in his V12. Len Thompson expired expensively after two fast laps.

The Post-War Racing Car 12 Lap Race saw the best duel of the day, with Walker's Lotus 16 narrowly beating

Merrick's Ferrari Dino.

Another lap Handicap followed, easily won by John Way in his Austin, which fooled the handicappers. Lagondas were dominant, but only in mid-field! Brocklebank, Rowe and Slater finished 13th, 14th and 15th.

The Pre-War Seaman Trophy produced a poor grid of only 13 cars, of whom 8 retired, including Ben Fidler in

his Rapier, the winner being David Morris (E.R.A.).

Tim Metcalfe finished 13th in the 5 lap Goddard Trophy and Tony Metcalfe was a creditable 2nd in another 5 lap handicap, in which Alistair Barker finished 10th.

The programme slipped approximately 35 minutes behind schedule and the 11th race, a 5 lap Scratch, began after 6.00pm with the sun low in the sky. Pole position was taken by Ken Painter in his Maserati, but he was quickly overtaken by two competitors who had practiced in the wet, and he finished 3rd. Peter Fletcher-Jones finished a creditable 4th, with Brewster 12th and Slater 16th.

So ended the final VSCC Race Meeting of 1995, in an eventful season marred by rather too many serious accidents, which fortunately, did not involve Lagondas. One of the most serious was that at the June Silverstone meeting, when Donald Day crashed his E.R.A. and has lost his left arm, so it was particularly satisfying to see him spectating at this event, still very weak, but clearly making a steady recovery.

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Jim Shelley (R) with his M45 poses with Paul Daniels and Tony Shelley, see "Letters" Page 34.



M. Verstoep with his 1926 14/60 Salon, see "Letters" Page 34.

NEC Classic Car Show 1995

WE HAD five cars on the stand this year, but the arrangement was such that Tim Holt's Rapier was, unfortunately, out of camera shot.

Our stand was a great success, as it was in '94. BBC Top Gear shot some film, the "star" being a local lady dressed as a flamenco dancer, who proceded to gyrate around the Lags. The significance of this escapes me but, nevertheless, they chose our stand to do it. Anyone who saw the special edition of Top Gear would have missed us if they had blinked during the opening credits.

The Editor of Top Gear must be a Hillman fanatic. Last year he gave most coverage to the Avenger and this year to the Tiger, classics indeed! Why none of the real motor cars are ever shown is beyond me.

The Lagonda diesel aroused much interest and one visitor requested to speak to the restorer, Roger Wheldon, but he was not due on the stand until evening. Apparently he worked for Leyland, developing a diesel and they had been trying for many months to establish how, successfully, to position

the injectors down the centre of the head. He was amazed that it had been achieved in 1932. I didn't reveal that the engine started life as a petrol engine and that the plug holes had been utilised for the injectors.

George Williamson and I would like to express our gratitude to the exhibitors, some of whom travelled long distances and to those who staffed the stand and looked after the regalia. I, in turn, wish to thank George for his tremendous help and dedication to our cause, he was instrumental in making the stand so successful.

Tim Holt, in particular, made a great contribution in bringing two cars at great expense to himself and was in attendance, on the stand, throughout the three days.

The cars and attendees were: Dr Dudley Heath, Roger Wheldon, George and Francis Williamson, Tim Holt, Witt Witteridge, Bryan and Barbara Hyett, Harry Taylor and Margaret Hickling.

My sincere apologies if I have omitted anyone.

Harry Taylor

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NEC Classic Car Show, this picture, courtesy of "Classic Cars" shows Bryan and Barbara Hyett on the stand - and Tim Holt's Rapier is just in view!



Bryan Hyett organised a Lagonda display at the Wombourne Steam Fair this Spring. In spite of dreadful weather, five Lagondas attended.

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Home Counties: First Sunday, The Show Boat, Harleyford Estate, Henley Road, Marlow, Bucks. Details Jeff Leeks, Tel 01494 563188.

East Kent: First Sunday, Griffin's Head, Chillenden, Nr Canterbury, from noon. Details, John Anderson, Tel 01304 613091.

Dorset: First Thursday, The Prince of Wales, Puddleton. MR 757943. Details Dudley Palmer, Tel 01305 788458 or Peter Dobson, Tel 01202 731265.

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.

East Anglia: First Friday, Royal Oak, Barrington, Cambs. Details John Stoneman, Tel 01353 649494.

Second Wednesday, The Scole Inn, Scole, near Diss (VSCC Meeting).

Third Wednesday, The Bridge Hotel, Clayhythe, Waterbeach Cambs. Details, John Stoneman 01353 649494.

First Thursday, The White Horse, Edwardstone, MR95 2428. Details James Holland 01787 228241 or Charles Ping 01787 310559. Pub Tel 01787 211211 (Grid ref: 952428).

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

Midlands: October - April, last Sunday lunchtime, The Green Dragon, Willington.

West Midlands: Third Saturday of alternate months starting April 95, Talbot Inn, Chaddesley Corbett. Details, T. P. Brewster.

South Wales: First Thursday, Court Colman Hotel, Pen-y-Fai, Near Bridgend (VSCC meeting)

An invitation to Concours

WHEN THE INVITATION to enter the concours of the Hurlingham Club in London arrived, I was delighted. My first since acquiring "Miss Daisy", as my Grandchildren call my old Lagonda 16/80 Drophead, registration number WUR 7.

She was gleaming from top to tail when I left to drive her to London in the pouring rain on the worst Saturday in June 1995. We don't know if it was just good luck, or if there was no more rain left up there, but the downpour stopped and, for a brief moment, the sun shone as Stirling Moss and the other judges

inspected the cars.

The moments of tense waiting were over. The judges were on the stand. First Prize, pre-war, Alan North's Lagonda. More tense moments, the judges announced the best car of the show: "Alan North's beautiful black Lagonda". The champers flowed for most of the evening and, finally, I departed with my three magnums of Clique champers and the car trophies of Hurlingham and Louis Vuitton.

I now had the bug. In July the letter dropped through the door. Invitation to Parc de Bagatelle in Paris, 9th and 10th September 1995. The thrill of driving "Miss Daisy" to Paris somehow seemed

Romantic.

Emerging from my garage after a solid week of polishing, greasing, rubbing, checking, double checking and there she stood in all her glory. My wife Valerie said "After all this, you must win something - and when we get back from Paris you can decorate the kitchen".

Valerie and I, with close friends Frank and Gill Melener, who had invited us to Hurlingham, went to Paris. Frank and I drove "Miss Daisy" via Dover and the girls flew out on Saturday morning. "Miss Daisy", running as sweet as honey (thanks to Peter Whenman's engine

rebuild) purred into Paris at a steady 55mph all the way, arriving with impeccable timing during the Friday evening rush hour. I now know that the greatest test of endurance for mankind is to drive three times around the Arc de Triomphe in the rush hour. Cutting and weaving our way through the traffic, I'm still not quite sure why they kept putting their middle fingers up to me as we carefully navigated our way round this famous landmark.

On Saturday morning we arrived at Parc de Bagatelle, the scene was fabulous as each car reversed into the area by the side of Bagatelle House for individual photos. There were beautiful "Louis Vuitton" girls and equally beautiful girls from "Automobiles Classiques", who were the joint sponsors. The organisation was incredible, with security everywhere. The champers flowed and, in the marquee, the organisers provided the most superb buffet on both days.

The scene was set. There was "Miss Daisy", set next to gleaming Bentleys, Mercedes Benz and the most exotic array of cars of a value and rarity beyond my belief. We had said right from the start that the weekend would be an experience and our expectations were not high, set among the gleaming cars, arriving in their gleaming lorries, being

mostly pushed into position.

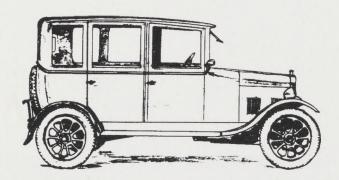
The French people came in their thousands on this autumn day of sunshine. From mid-day on Saturday the numerous judges started their inspection of the cars. What was that I overheard? Bob Lutz, the Chairman of Chrysler said to the judges with him: "This is my kind of car, the car with stone chips and used daily". We learned at a later date that our Miss Daisy was up in the front running for Best Car of the Show", but was finally beaten by a Mercedes Convertible that someone had lavished a fortune on and was in better condition than new, having just been restored in Germany.

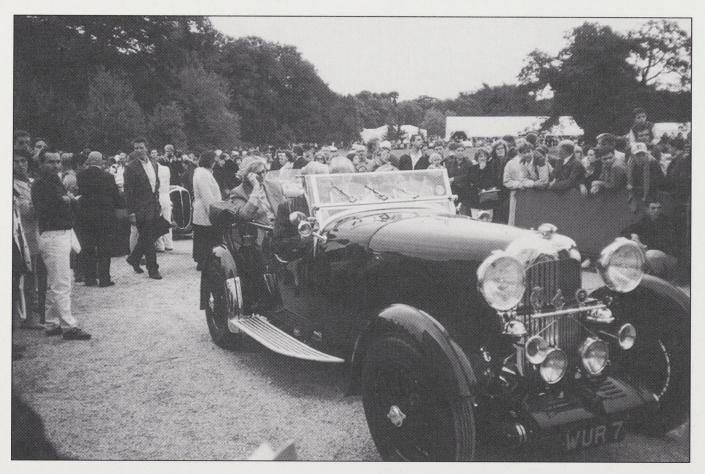
But, to my delight, with bells and 20,000 French people cheering and with the band playing, the four of us in Miss Daisy did a solo drive round Bagatelle to take the winner of the 1930's convertibles. The most coveted prize of the concours at Paris and the Bentleys, Jensens, Mercedes and a host of other beautiful exotic cars had to concede that Miss Daisy, our 1933 Lagonda had beaten them all. She proved, to my delight, that these cars need loving care and use.

Ours was one of the few cars whose engine started first time (thank you, Peter) and, would you believe it! I had a treasure no one could match! I had a full spares outfit and an extensive tool kit. I am told that the judges are now looking for these kind of things.

Tired and happy, clutching the engraved silver tray I was presented with, we all set off for home, Frank and I, with Miss Daisy, proud to be a winner of this wonderful event, but more proud to be a Lagonda owner.

Alan North





Alan North's lovely 16/80.

You don't need the RAC?

If you can answer yes to all the following questions

As a Member of any other Motoring Organisation:

- Would you receive 15% off your membership plus a reduced joining fee?

 YES OF NO?
- 2 Are you offered off-road service when you breakdown away from the main highway?

 YES or NO?
- Are you exempt from surcharges on older vehicles and caravans when you travel to Europe?

 YES OF NO?
- 4 Do you receive discounts on European cover, publications and signs services? YES or NO?

- Would you receive a free traditionally crafted grille badge when you join?

 YES OF NO?
- 6 Will your motoring organisation represent your views to Parliament? YES OF NO?
- 7 Do you have a dedicated 0345 telephone number for membership enquiries? YES or NO?
- 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?

 YES OF NO?

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

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

Davies Motors Ltd. Automobile & General Engineers

I started loking for a change of car in March 1949, after a frightening couple of episodes in my 1936 S.S.1 open tourer. While I was motoring in Kent, the left half-shaft broke outside the race and the wheel and hub parted company with the car. I watched with horror the wheel bouncing along the road, into and out of the left ditch, into and out of the right ditch and, finally, stoving in the nearside of a passing Morris 8, whose passenger was badly shocked, but not physically injured.

The backplate required repair and a garage in Canterbury made a new half-shaft. They lent me a very nice Tickford bodied TC MG during the repairs and, in due course, I called to collect the SS.

About a mile and a half down the road the same wheel, without the hub this time, passed me at speed and mounted the railings of a school playground full of children. The wheel bounced along the top of the railings and, thankfully, eventually fell outside the playground. I was very shaken by this and not pleased to find that the garage, on reassembly, had replaced the hubs on the wrong sides, allowing the hub-nut to unwind. This time the rear mudguard needed repair as well as the backplate. I decided that skiing was not for me and that a change of car was in order.

I was working in Canterbury in Public Health Medicine, but my roots were in Belfast, where I spent my teenage years. The TT Races on the Ards circuit had been an annual excitement and I was particularly attracted by the 4½ litre Lagondas, which thundered round the circuit. I wanted a saloon version, suitable for my work, but which still retained the performance that was expected of the breed.

The main dealers in Lagondas were

Davies Motors Ltd., Staines, who had taken over the residual spares after the closure of the company post-war. This was the place to find the car and I began a series of visits there in search of the right car.

The correspondence from Davies, copied from my archives, gives a flavour of the style of the company and their detailed and friendly manner in dealing with a potential customer. I remember with pleasure being entertained to afternoon tea and a game of croquet at the Davies' elegant home. It took four months before I got the car I wanted, but it was a good buy and I still have CYL 106.

Leonard Walby

5th May 1949 Dear Dr Walby,

I thank you for your letter dated 4th inst. concerning the 3½ litre saloon described to you in my letter dated 2nd inst.

I rather feel that you have entirely the wrong impression of this particular model Lagonda.

I wonder if you are thinking of a 16/80 which really wasn't too popular. The 3½ litre is just as reliable as the 3 litre, but a little more powerful. All theories of broken axle shafts are erroneous.

The approximate top speed of the car is between 75/80 miles per hour, the gearbox at present fitted to the car under discussion is the standard box with double helical third and constant mesh gears. The approximate mileage per gallon is 17-18.

The car is a deep red inside and maroon outside, and it has a pillarless body.

I am perfectly sure the car is worth your inspection. As I said before we know it and it is sound, but Mrs Davies rather feels, having in mind all the circumstances, that she would rather not travel down to Canterbury tomorrow. As I explained to you, the original idea was to take our daughter to school at Westgate, but we have now learnt that the children will be met in London by their Headmistress and taken en-block to school. I hope you will understand.

It occurs to me that from time to time you may be in London, and, if this is so, I shall be more than happy to send the car up to you and thus avoid the additional journey down to Staines. If on the other hand you are anywhere near Staines during the weekend, there is always somebody in attendance, and he could show you the car.

Yours sincerely,

J E Davies

10th June 1949 Dear Dr Walby,

I am sorry that so far we have not been able to seriously interest you in a good used Lagonda car, and that it has not been possible to show you the 3½ we have already discussed together.

I sincerely hope that you are still interested and that we may have the pleasure of fixing you up at a later date. In order that we may remain in touch, I have pleasure in enclosing herewith our current sales list; perhaps you would kindly peruse. All the cars offered are in good condition and I shall be very glad to let you have fullest possible details of any particular car that might show some sign of appeal.

Yours sincerely,

J E Davies

BRIEF SPECIFICATION OF USED CARS AVAILABLE

1. 1938 4½ litre LAGONDA TOURER

(Independent Front Suspension).

This car has been through our workshops for a complete mechanical check-over. Radiator completely overhauled. Car has been resprayed in

grey and re-hooded to match, and is in showroom condition throughout.

PRICE £1750

2. 1937 4½ litre LAGONDA SALOON

Finished in burgundy with pigskin upholstery. Good tyres. Very good condition throughout.

PRICE £900

3. 1934 4½ litre LAGONDA TOURER

Finished in black (very recently resprayed), silver wheels with red brake drums. The exterior of the car is in beautiful condition; the hood is sound, curtains are excellent. The performance of the engine leaves nothing to be desired, the gearbox and back axle are very quiet, the brakes are good. The interior of the car is finished in green and we would say that whereas the interior trimming is perfectly serviceable, the finish of the car inside is not comparable with the finish of the car outside. The tyres are good, three tyres are usable, but they should be replaced. (New tyres are available from stock)

PRICE £350

4. 1936 4½ litre LAGONDA TOURER

Finished in green. new hood and side screens. Paintwork, upholstery, chromium plating etc. in very good condition. Car sound mechanically. Good tyres. Fold-flat windscreen and double purpose aero screens.

PRICE £795

5. 1935 3½ litre LAGONDA SALOON

Finished in maroon, with maroon upholstery. Good mechanical condition. Recent engine overhaul effected at these works. Springs re-set, new shackle pins, brakes relined.

PRICE £495

6. 1934 16/80 LAGONDA SALOON

Finished in red and black with red upholstery. Overhauled at these works within the last 10,000 miles.

PRICE £500

7. 1930 2 litre LAGONDA TOURER

Finished in blue with loose covers on all seats. Very good hood, side curtains and hood slip. Five really first-class tyres. The engine and chassis are in very good condition throughout. Stoneguard, Mellow-tone horns, scuttle ventilators, sign-post reading lamp, and Marshall Pass-light, all fitted as extras. Chromium plating in really first-class condition.

PRICE £275

NOTE. The above is but a brief specification of the various cars we are able to offer at the moment, but we shall be pleased to send you the fullest possible details of such cars as may be of interest to you.

DAVIES MOTORS LIMITED 273 London Road, Staines, Middx.

13th July 1949 Dear Mr Walby,

I was very pleased to receive your letter dated 11th inst. and to note that you are still interested in the purchase of a Lagonda saloon.

I had not lost sight of your requirement, but not having heard from you since I sent you along a sales list, I thought it would be diplomatic if I let the matter rest a while.

In view of the fact that you are prepared to spend up to £600, you really have, these days, quite a good choice, but of course it does not necessarily follow that you would even have to approach this figure; whether you do so or not obviously depends on your final choice.

I don't think you should worry at all with regard to spares. Staines and Belfast are not such a great distance apart when one considers present-day transport methods. The spares angle for all cars we sell is decidedly under control; we are keeping spares going all over the world, and we actually have one car very near Belfast. A telegram or a telephone call from you would have immediate response.

When you were last here you did see a black saloon which very much appealed to you. We are today offering a similar saloon, but re-painted, and, believe me, in immaculate condition, and this car can be bought with our full backing for £450. The car is still in use in London, but I can arrange for you to see it here at any time to suit your convenience. Alternatively, as this is a London car, we could meet you in town and take you to see it on the spot.

I know you have indicated £600 as your limit, and I never really ask anybody to exceed the figure they have in mind to spend on a car, but I would like to tell you of a car we have just taken into stock and to which we are giving special preparation.

It is one of the very last 1938 models, it is finished in a beautiful shade of burgundy, with leather upholstery the colour of pigskin; a very clean-headlining, carpets excellent, and the whole car in first-class mechanical condition. This car is being offered at £850. This is the model with Girling brakes, the centre-change, synchro-mesh on second, third and top gears. We are at present fitting a new set of road-springs, new shock absorbers, and generally tidying up any small details required on the coachwork.

The car is in such a condition that I am seriously considering taking it to Italy next month.

This is a car of remarkable appeal, and although you may not be too interested, I should very much like to show it to you.

At the moment there does not appear to be any particular call to the sea at Westgate, because my daughter is returning home some time next week, and I understand she will be in convoy to Victoria, where we shall meet her. If, however, it comes to a question of showing you a car which would seem to meet with your requirements, I shall be more than delighted to arrange a special journey to Canterbury.

Yours sincerely,

J E Davies

19th July 1949 Dear Dr Walby,

I write to confirm my telephone call to you last night when I described to you very briefly the 1936 Lagonda Pillarless Saloon and I thank you for your agreement to have a look at the car on

Saturday afternoon.

I understand that you will be travelling to Victoria Station and would ask that you look out for the car in a Car Park adjacent to one of the platforms. Unfortunately I am not sure of the number of the platform, but the Park is outside the entrance of the extreme right-hand platform as the train enters the station. As far as I can recollect one passes through a booking hall about 100 yards down.

If you would be kind enough to give me a ring or let me have a wire telling me the time of arrival, I will see that the car

is there.

It is a very handsome grey car, registered number CYL 106.

Further details of the car are as follows:-

engine has been de-carbonised and a

Grey leather inside is unmarked, a new headlining has been fitted; the measurement has been taken from the bores, which shows virtually no wear at all after a rebore last year. The brakes, gearbox and back axle are all in first-class condition; several of the tyres are new, and they are at least equal to new. The built-in jacks, and the one-shot lubrication system have all been checked over and are all working perfectly. The springs are good and we have recently fitted Newton Hydraulic Control Units, which is a modification we so strongly advocate.

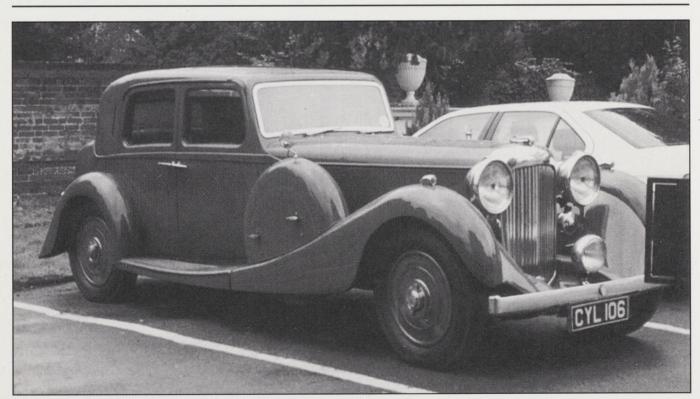
I can assure you that this car is faultless, and I am sure it will appeal to

If you do decide to purchase, I feel you might like to drive it back with you to Canterbury on Saturday, in which case you might like to make arrangements with your Insurance Company for a temporary cover note - this could always be cancelled in the event of your deciding against the car.

Mrs Davies and I both look forward to meeting you again and we hope to receive a satisfactory verdict from you.

Yours sincerely,

J E Davies



161/2 years on! Leonard's Lagonda trophy.

Letters

Dear Ken,

I enclose a picture of ALR 149, taken on a recent visit to Paul Daniels' house.

Tony Shelley, my brother, is an expresident of the International Brotherhood of Magicians and we did the 130 mile trip to Paul's house in record time in tha Lagonda. All agree, It's Magic!

Paul's Bentley, with his very appropriate personalised number plate, is also in the picture.

Cheers

Jim Shelley

Dear Ken,

My complements on the Summer issue of the Lagonda Magazine. The 60th anniversary of the Lagonda victory seems to have been a huge success, involving more cars and people than one would have thought possible. The fact that you devoted a complete issue to the occasion was clearly more than justified and all the colour pictures really made the whole thing come alive.

Recently I was discussing one-make car clubs with Bill Boddy, Editor of MOTOR SPORT and we drew up a list of clubs and summed up each one by a brief word or sentence. I cannot list them for you because they were not all complimentary, in fact some had moustaches bristling and others had peaked caps pulled firmly down over the eyes and nose, but you might be interested in our comment on the Lagonda Club. It was "Keeps nicely to itself."

I thought the feeling that exuded from the Summer Magazine and from the Le Mans trip itself said it all. A club for Lagonda cars and Lagonda people.

Yours sincerely

Denis Jenkinson

Dear Ken,

I enclose some bits for the magazine (see this and the last one! Ed). The photo was sent to me by Valerie May and is of a 1926 14/60 saloon (OH 8465), which belongs to M Verstoep of Holland. Neither of us knows the date of the picture, but it is clearly later than 1989 to have a G registered Lancia in it.

Next, a series of my drawings. When we were doing the Lagonda history and were being screwed down hard by David and Charles over photos, I intended to show the lesser known types by line drawings, plus, where a chapter ended halfway down a page, a sketch of the rear of an appropriate model for that year. D & C would have none of this and the drawings weren't used, but I sent a set to Tony May as space fillers for the mag. He did use them occasionally, as you have too, but as you don't have the full set I am enclosing copies. (Thank you, they will all appear in due course to fill those difficult bits at the ends of articles. Ed)

Just a little nit-pick. In Alan Elliott's account of Le Mans, on page 31 of the Summer magazine it should be Waco for the name of the gliders used in Normandy.

The picture of Mike Edmondson on page 38 must be Le Mans surely? Rheims is now all peeling paint and overgrown with weeds and wouldn't have looked a lot better in 1972.

I was most taken by Brian Cook's and John Anderson's letters in the Spring magazine. They prove that I am not the only idiot in the Club.

Regards

Arnold Davey



Martin Stretton in Simon Bull's S Type Invicta. Winner of the Ford Trophy for Road Going Sports Cars.

Restoration and Race Preparation

Simon Bull's regular roadgoing Invicta recently lapped Millbrook at a constant 114 mph and has achieved over 120 mph on its standard back axle ratio. It is equally happy in London traffic!

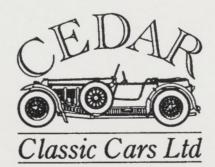
Much of the development work is equally applicable to any 4½ Litre Lagonda, and will transform their performance.

Our hourly rate is extremely competitive and we always supply copies of the fully detailed worksheets.

Come and visit our workshops and discuss your requirements, be it a simple service or full rebuild.

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Derek Green

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