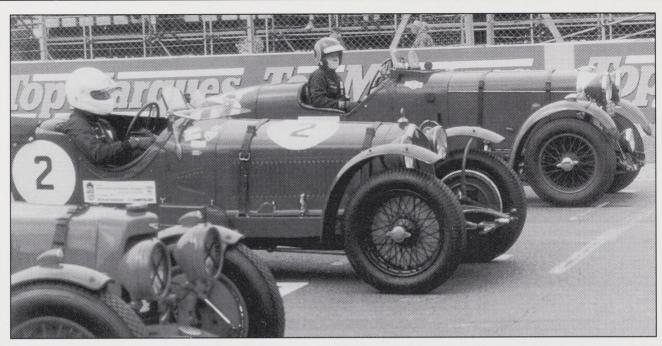


THE MAGAZINE OF THE LAGONDA CLUB

Number 174 Autumn 1997



Why not be on Pole next year?

We rebuilt the Engine and Chassis of Terry Cohn's Lagonda EPE 97 in very short time for this year's Coys' Cup race meeting. The car was driven to Silverstone, it achieved fastest lap on all three days and was only closely beaten into 2nd place overall.

The following week it was driven out to the Nurburgring where it competed in the Old Timer Grand Prix and came 3rd overall, only beaten by an Alfa Monza and an 8C Alfa, it was then driven home.

The next week the old lady was taken to her previous stamping ground Phoenix Park in Ireland where once again she behaved perfectly.

Simon Bull's Invicta is now producing 230 BHP. The torque exceeds 270 FT/LB from 2000 RPM through to 4200 RPM with a maximum of 312 FT/LB at 3500 RPM. These improvements to a standard Meadows 4.5 Litre produce a very exciting performance indeed! Simon's car is comfortable cruising at 100 MPH; has been timed at 125 MPH and yet is totally tractable in London traffic.

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FRONT COVER

Lagondas at Chateau des Hurlieres during the Fougeres Rally.

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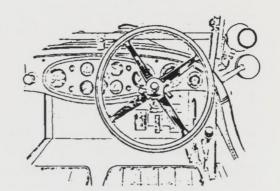
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From the Driving Seat



by Ken Painter

NOW, THIS MAY COME AS A SHOCK TO SOME OF YOU, but the body recreation (we can't call it a rebuild) of my Weymann saloon has actually started! I don't want to steal my own thunder by detailing the work here, because it will probably form a series (a long series?) of articles for future magazines, but following the advice given to me by Tony Steward in the Spring magazine, I began by cutting out new timbers to attach to the bulkhead, before braving the intricate shapings of the windscreen pillars.

My vast stock of ash planks is shrinking rapidly and I will need to buy some more very soon, but my local supplier has a reasonable stock at any time, so he can store it until I need it. Target date is, of course, the Centennial celebration, but it might have to attend on a trailer because this is the first serious woodworking I have done since carpentry classes at school almost fifty years ago. The biggest problem is that the existing body frame is so frail it tends to fall to pieces as soon as I dismantle it. The second biggest problem is that I am having to re-learn virtually all my never very good carpentry skills - but it is astonishing how quickly they seem to come back, rather like riding a bicycle after many years I suppose.

In theory, I have all the modern aids I could want to help me with my carpentry. I have a circular saw and a band saw, an electric plane and a routing machine. So much for theory. The circular saw will cut wood up to 2 1/2 inches thick, but many of my planks are

3 inches thick. The band saw is a "hobby" unit and not a professional heavy duty item, so it struggles with a three inch piece of ash - I am on my third blade in as many weeks! The electric plane and the router seem to have a life of their own and scare the hell out of me - they will each eat a three inch plank before I can switch them off. It's a good job I have some good old fashioned planes and chisels.

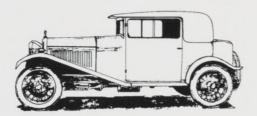
Thanks to the generosity of Colin Mallett, the Lagonda Club is now on the Internet! For the technical, our website address is: http:\\www. btinternet.com \~colin.mallett\lagonda.html Now that will trip lightly off the tongue in future won't it? Colin has also created an E mail address for the club and that's a bit simpler: lagonda.club@btinternet.com He swears that my "new" (to me anyway) computer will be able to log on to the E mail, but I haven't been brave enough to try yet.

The AGM is now but a fond memory, but we were blessed again with good weather and a superb variety of Lagondas, from an 11.1 to a David Brown Rapide. It was good to see so many postwar Lagondas together, we don't see anything like as many as we should. We have just two years to go to ensure that our 100th year celebration features every surviving Lagonda model all in the same place at the same time. Now that will be something to look forward to!

As usual, I spent a great deal of my time looking at the finer detail of body construction on the many 2 litres assembled together and, as usual, I found a bewildering range of differences in the bodies on display. I suppose some can be explained by the fact that they are either new (to the chassis) bodies, or have been the subject of major restorations. The one 2 litre saloon at the AGM was a "Honeymoon Coupe", the close coupled saloon, which shares virtually no body design features with the standard four door four seat version. Does this mean

that I can do as I please with the details on my body when I get to the finishing stage, or must I try even harder to find a nice original example somewhere? At least I will have plenty of time to decide!

One final note, I was asked at the AGM if articles could have the author's name given at the start, instead of the end, as has been the practice for many years. From now on we will do just that, your wish is our command!



The Goodwood Festival of Speed

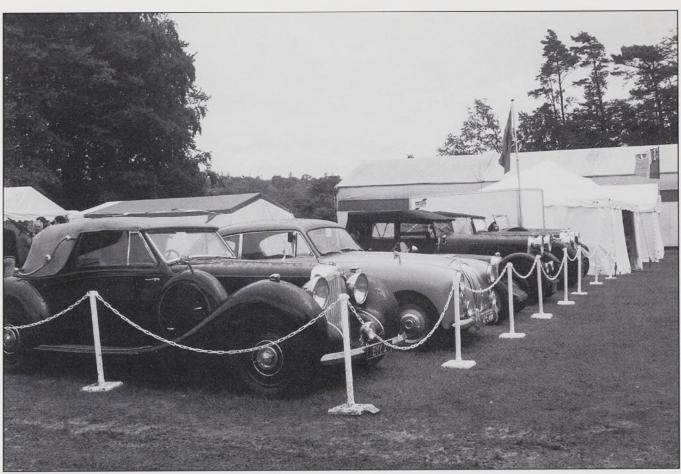
by David Willoughby

THE GOODWOOD FESTIVAL WAS BIGGER THAN EVER, with a massive input by commercial traders. The atrocious weather must have halved the number of people attending, but despite this, the event turned out to be quite fun for the organisers and the members who visited the Lagonda Club stand. The marque was well represented by six really nice cars; from early 3 litre to a D.B.. As is clear from the photograph, the line-up was excellent, one of the best Club displays we have mounted at a commercial event.

During the three days, over 90 Club members came to see us, plus a considerable number of the general public. The Club's new trailer proved its worth, easily accommodating the display material and regalia. We gained one new member, possibly two and there were a couple of members who rejoined.

Despite the poor weather, we sold a good selection of Club regalia, but could have sold at least another forty umbrellas!

Our thanks are due to the brave team who staffed the stand over the three days - Irene and David Willoughby, Hillary and Peter Whenman, Jeff Leeks, John Stoneman and Tony Loch.



The line-up of Lagondas at Goodwood.



Jeff Leeks prepares his car for the Goodwood display.

Reflections

by David Hine

THE SEPTEMBER REFLECTIONS ARE THE ONES WHERE I DO THE SERIOUS BIT and give you a state of the nation for our Club However firstly.

our Club. However, firstly:

Avid readers of the Newsletter and Committee Notes will, no doubt, be aware that I am now in my last year as Chairman, having served two, three year, terms, plus a preparatory year as Chairman Elect..... seven years, Seems to have been a long time to me, but in the life of a Lagonda it is but a blink of the eye!

Under our rules it is the duty of the Committee to select my successor and, following much debate and secret ballot, I am delighted to tell you that Clive Dalton has been appointed as Chairman

Elect.

Clive has been a very active Club member since the late fifties (very young then) and has always been ready to work for the good of the club over the years. I wish him well in his period of office.

With a bit of luck he will have a shiny new rule book to work with. He has served on the sub-committee with Colin Lindsey and Ken Painter, who have been rewriting our Memorandum and Articles of Association, which

needed bringing up to date.

Now the serious stuff: when I took office in '93, the net assets of the Club were approximately £55,000 and they are now £95,000. We have £45,000 in spares stock, which is just over one year's turnover and £49,000 in cash. I will permit myself to say that this is a comfortable situation, although there is no room for complacency.

This comfort zone is due to the fact that many of your committee have given freely of their time, or worked tirelessly for very modest honorariums. ALL have done their bit, but special mention must be made of Colin and Valerie Bugler. They have brought "in house" a lot of the services we were paying for and this has led to considerable financial savings.

The tide has turned a bit however, as we are now paying Cohen and Partners to do our quarterly accounts as well as the year end figures. We are also spending a lot more on events and their support equipment. Although up a bit, your subscriptions at £30 are still on the low side compared to other clubs who have been obliged to pay for more services than we do. Long may it last!

One area where I feel I can claim success is in the promotion of longer

rallies for Lagondas.

There is always a lot of hand wringing on all club committees when they are trying to decide what type of event will appeal and therefore be worth all the hard work and organisation. Because of competition from other spectaculars, the one day Club event is often poorly attended. However, longer "one week plus" rallies are now generally over-subscribed, which means we are getting it right.

This year's Irish Rally, hosted by Peter and Anne Walby, Frank and Erica Storrs was a fantastic success. Who

fancies doing next year's?

Keeping the cars on the road is crucial in the long term and work progresses in the preparation of updated handbooks.

The prices charged for our unique catalogue of spare parts have been reviewed to make sure you are getting them as close to cost price as possible. Recently some additional £10,000 of the Club's reserves have been invested in new lines. This will continue, as demand is identified, part by part. We must thank John Breen for his tireless work on your behalf.

Our noble Hon.Editor, Ken Painter, continues to produce an excellent magazine for us every quarter, but he can only print what you write. So here is a plea for more copy. Particularly exciting are rebuilds with lots of pictures, also candid photos of members enjoying themselves always go down well. Lineups of cars in car parks can be boring! Ken is looking for more adverts to help cover the costs of production, our circulation may be a modest 1,000, but think of the quality of the readership.

I have not mentioned everyone who has worked on your behalf, both on the Committee and among the members, but thanks go to them all.

The centennial year approaches and we all hope it will be a memorable one for our marque. If you feel like helping, do let someone know.

The events still have to be finalised, but I am certain that one event will involve the largest gathering of Lagonda cars ever seen. You may be sure there will be a three line whip on this one, so you must be ready to attend with your Lagonda even if it comes on a trolley jack!

We are looking for some designs for centennial regalia and there will be a big prize for the winning design. So please would those of you with artistic flair send your offering to Wintney House for judging. We are looking for a logo appropriate to our centenary and also a design that can be used for tea towels, scarves, etc...a sort of compilation effect.

The centennial Lagonda logo would be used for letter headings, mugs, glasses, caps and all types of regalia, to commemorate this important year for our marque.

A bit of news for members who venture North is that a consortium headed up by Alan Brown and myself (with help from the Royal Bank of Scotland) have purchased Knarr Mill in Delph, near Oldham. So the Northern Lagonda Factory will be preserved, now that it has been rescued from the receivers.

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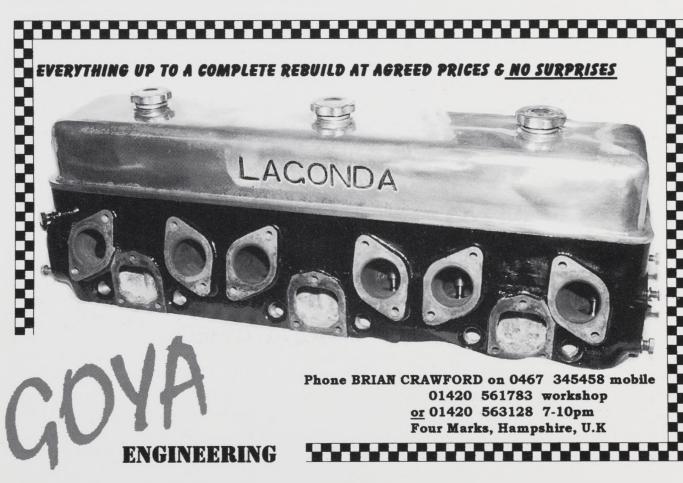
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One thing Leads to Another, or How I Resolved Two Problems with our 2 Litre

by Peter Sowle

IT BEGAN WITH A DRIPPING WATER PUMP. In fact the water pump dripped a little from the time we bought our 2 litre, GF 1954, some 13 years ago. It wasn't much, just an occasional drip, sufficient to cause the top of the sump to be constantly wet and discoloured. It was never obvious exactly where the drip came from and certainly at times it was observed coming from the greaser!

About a week before this year's Brooklands reunion at the end of June, I decided to do something about it, reference to the manual indicated that the problem might be solved by tightening the circular nut against the gland packing which keeps the pump watertight. A tommy bar (actually, a suitably sized Allen key) was used with the engine running and the nut gradually tightened until the problem seemed to be resolved.

June 29th arrived and we made an uneventful journey to Brooklands, a distance of 75 miles, in 90 minutes. We did two ascents of the test hill and round the banking (as one does) and sat down for a picnic lunch at about 1 p.m.

During the lunch break it was announced that all those present with "proper cars" and motorcycles should please start their engines at 2 p.m. with a view to creating a din for two minutes as a tribute to the late Denis Jenkinson. This was duly done on a given signal and much revving ensued. After about a minute, I noticed smoke billowing from the bonnet louvres of our . 2 litre. necessitating my switching off and investigating. The cause was soon clear; the water pump spindle had overheated and seized, although the part of the spindle that could be seen was still turning when the engine was re-started.

I slackened the circular nut and, at the end of the meeting, we drove home uneventfully. with the temperature reading its customary 90/95 degrees.

The next day I took the water pump out and dismantled it. The spindle had softened and broken just as it entered the bearing. The part of the spindle remaining in the bearing had welded itself therein and proved impossible to drill out. Additionally it was noticed that there were no rivets securing the rotor to the spindle, presumably the rotor had not rotated for many years. A new spindle was quickly obtained from a most helpful John Breen and a very good engineer friend of mine, VMCC member Phil Manzano, made a new bearing and fitted it to the pump body. A length of PTFE impregnated gland packing was obtained via a telephone call to Chenderit Ltd of Penzance, who also advised on the special way to cut the material, so as to guarantee it being watertight.

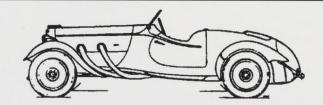
The pump was reinstalled in the car and the starter button pressed. There was a clanking noise, coupled with a bang and I instinctively knew there was a problem with the Bendix drive; not for the first time. As soon as I removed the floor I could see that the aluminium body of the Bendix unit had split all the way around the flange and, as I undid the three retaining nuts, the flange dropped off in six or seven pieces. Removal of the unit revealed that the starter pinion had shed its own flange (the piece that prevents the pinion moving too far when engaging the flywheel ring gear) and the pinion itself was in three pieces. Additionally, the shaft was bent!

John Breen put me on to Alec Downie, who was able to supply me with the necessary mechanical bits, but was unable to help with a replacement body. I decided to see if I could repair the broken body. The flange had broken off almost cleanly all the way round the end of the body and where it was untidy a file tidied the edge. The flange end of the body is flat, containing just a hole with a bearing for the shaft to pass through.

Amongst my stock of "might be useful one day" bits and pieces was a piece of duralumin sheet 3/16" thick; the same thickness as the broken flange. I made a new flange, with its centre removed so as to fit tightly over the end of the body, then drilled and shaped it to fit the mounting studs. I cut a second disc the same size, but left whole and

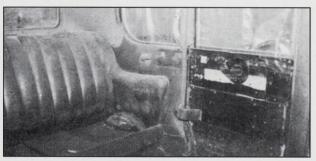
this was bolted to the body using four counter-sunk headed 1/4" BSF screws and nuts. There are two large holes in the opposite end of the body, allowing the nuts to be fitted. The flange and plate were also bolted together, using 2 BA countersunk brass screws in tapped holes in suitable places around the edge. The outer plate was opened out in the area of the shaft hole, to ensure that all components fitted in their original The bent positions. shaft straightened cold, using a club hammer and anvil.

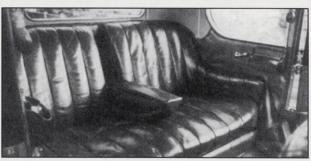
The "new" Bendix was installed and, after checking that the flywheel and ring gear were undamaged, the car was started successfully. What's more, the water pump doesn't drip anymore and the engine runs at 70-75 degrees!



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Two "Tasters" for the AGM feature in the next magazine: first Dennis Clarke's very original and unusual 2 litre DHC – a regular at every AGM



- and we had a fine showing of post war cars too. We don't see enough of these!

Shanks' Frog A Fairy Story by Arnold Davey

ONCE UPON A TIME THERE WAS A YOUNG(ISH) MEMBER who had a 2 litre tourer that he was very proud of. After a while, the list of little jobs that old cars always need grew longer and longer and he decided to take it off the road and spend a whole winter rebuilding, so that the car would be rejuvenated. You won't be surprised to learn that it took two winters plus the intervening summer to finish the list, but eventually the day dawned when not only were all of them done, but all the little teething troubles had been sorted out too, so that the car was crying out for a good run.

So, on the Wednesday, he casually remarked to his wife that if the weather forecast for the weekend was borne out, he proposed to take a whole day's run out in the country somewhere, have lunch in a pub and give the old girl a good blow-through. His wife, who was never very keen on the Lagonda because it messed up her hair-do and dropped strange fluids all over the drive, wasn't very keen and, after a moment's thought, said she wouldn't join him but would instead spend the weekend with her

mother in Gloucestershire.

Saturday was as beautiful as predicted and our hero dropped his wife and her suitcase at the local railway station and set off for the west. A more worldly man might have wondered why his wife was taking her best clothes and highest heels to visit her mother, who lived a mile up a muddy lane and only went out to go to church or on horseback. such thoughts troubled him, however, as he toiled through the suburbs and eventually got on to the M3. Needless to say, this was crowded and after enduring it for nearly an hour he turned off into the countryside and then really began to enjoy himself. The 2 litre was running beautifully and he was soon

charging along the minor roads, hurling the car at bends, changing down when there was no necessity to and generally behaving like a young colt. In all the excitement he wasn't really taking any notice of where he was going and suddenly came to a very complicated junction on a hilltop and realised that none of the names on the signposts meant anything, not even the one pointing back the way he had come. He was lost. He also realised he was hungry and thirsty, so he resolved to stop at the next half-decent-looking pub he came to, would solve that problem which

anyway.

Picking a road at random, the lane he chose soon plunged down a steep wooded valley and a forest of warning signs of increasing hysteria preceded a snake-like series of sharp bends whose outsides were protected by a continuous guard-rail. No two panels of this were the same colour, showing how often it had been hit and replaced. Some of it was still shiny silver, obviously very new, but none was old enough to show any rust. Clearly the locals had trouble on this stretch of road and he slowed right down. This was fortunate, since the last few bends were both the sharpest and steepest. At the bottom, the road passed a few cottages and then came out on to a level stretch and the delightful little village of Paston Green.

It seemed to have been designed by Walt Disney for English Heritage. A triangular village green with three pubs, a church lying behind its burial ground and screened by trees, a pond and a stream and a cricket ground where preparations were being made for a match. None of the pubs had a car park, but there was a length of disused road that had led to the ford, now bypassed by a modern bridge, so he parked the

Lagonda on this and went to the nearest of the pubs, where he was delighted to find they served his favourite beer. Emerging a few minutes later with some packets of sandwiches and a pint of Old and Squalid, he sat down on the running board in the sunshine and began his lunch, while the car clicked and pinged

away as it cooled down.

In the peace of the village, wildlife was abundant. A duck was fussing over her offspring on the stream, birds were everywhere seeking food for theirs and in the reeds beside the pond a number of splashes indicated the presence of frogs. After a while, one of the frogs emerged from the reeds and started a slow, hopping journey towards the Lagonda and then all round it. It seemed to keep looking at the car. By now he was well into his sandwiches and had finished his pint, so he went back to the pub for a refill and when he returned the frog was back where it had started, by the front nearside wheel. The sunshine, the excitement and the booze having made him a trifle light-headed, he spoke to the

"Well, froggy, I bet you haven't seen

one of these before".

There was a silence and then the

frog said,

"Actually, I have. Didn't this car once belong to Newington Butts, the actor?"

Our young man was totally shattered by this development and began to think his beer had been spiked or he had drunk it too quickly. He was totally unable to speak and after a minute or so the frog said, rather testily,

"Did you hear me?"

When he still didn't reply, the frog went on,

"I haven't always been like this you know. I had a 2 litre myself once and it was owning that car that bought me to this place and this state".

The young man - his name was Armitage Shanks, so I'll use that from now on - had begun to recover his wits enough to ask shakily what had happened. The frog then told him her

story.

"My name is Celia Folkestone-Hovercraft", she said, "and in the war I was an officer in the WAAF. My firm were good to me and made up my salary and as I was posted to a remote airfield in Scotland I never spent much of my WAAF pay, so that when we were demobbed I had a tidy sum in the bank, much of which I spent on buying a very nice 2 litre tourer. I was in at the reforming of the Car Club and even started to do a few competitions. Soon after that, my aunt retired and moved here to Paston Green and invited me down here for a weekend. I was a bit wild, I think, and I got into trouble on those bends leading down into the village, slid off the road and knocked over an old woman who was walking up the hill. She wasn't badly hurt, just winded and scared, but she got very cross and we got into and argument and I swore at her, which made it worse. It turned out she was the local witch and she put this spell on me, which turned me into a frog".

The frog broke off her story to ask,
"Did you say your name was
Shanks?"

"Yes".

"I bet your'e going to tell me that the car is bog-standard". Said the frog, beginning to make the little squeaks that are the nearest a frog can get to laughter. Armitage smiled politely at the crack he had heard a hundred times before and as befits a Lagonda Club member, asked what had happened to the car.

"They found it on the Monday, after my aunt had raised the alarm when I didn't appear. The police started a murder hunt, but no body could be found, or any sign of violence. But you can't keep anything secret in a village for long and my aunt eventually discovered what had happened and tried to get the

witch to lift the spell".

"Without success, obviously".

"Well, almost", said the frog "but there is a very faint chance. After my aunt's entreaties, the witch said the spell would be lifted if a Lagonda owner could be found who was prepared to make love to me in this form".

"But that's impossible".

"Quite. That was the idea. She didn't want to lift it and never did. But forty years is a long time to live in a pond and I have had plenty of time to think. I fancy there is a chance it might work if you are prepared to do exactly as I say". Armitage was more than a little embarrassed by this proposal, but the sun was still warm and the high he was still on after the morning's drive, plus his duty to a fellow club member, even if her subs were 40 years in arrears, led him to agree.

So the village was treated to the spectacle of an apparently normal young man filling his sandwich box with mud from the pond and helping a frog bury itself in it, before placing the box on the

front seat and setting off.

"By the way", said Armitage, "I was totally lost when I got here and none of the signs mean anything. How do we get back to London?"

"As I remember it, you take the road to Twyford Squires and when you get there, there are signs to Winchester", said the frog airily, settling down in the mud.

* * * * *

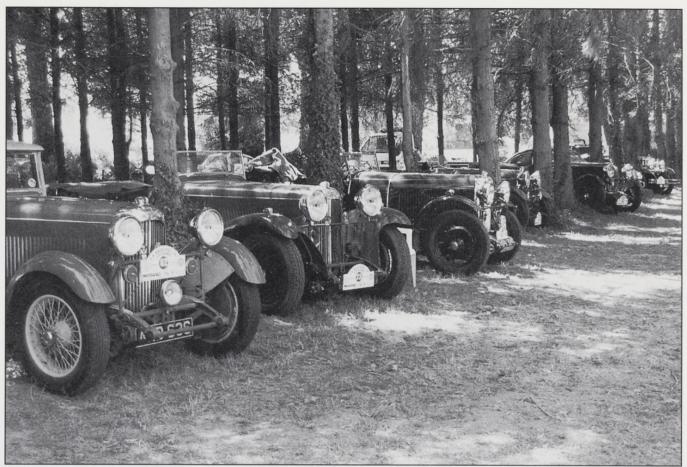
Counsel for the respondent paused in his address for a sip of water before summing up his client's case.

"So you see, M'lud, when the petitioner returned to the matrimonial home unexpectedly early, after a tiff with her lover and found my client in bed with a middle-aged lady, she naturally jumped to the obvious conclusion, but the true story shows that there was no adulterous intent and my client is entirely innocent. He was just being a helpful Lagonda Club member doing his duty to a fellow-member"



Alistair and Claire Barker win the concours in their V12 at La Bazouge, Fougeres Rally, 1997.

Picture: Andrew Gregg



Lagondas chez Patrick Rollet, Fougeres Rally.

Picture: Andrew Gregg



Lagonda-ing is awful hard! Fougeres Rally.

Picture: Andrew Gregg

Letters from an Innocent New Owner

by Ken Painter

SOME TIME AGO, WE TRIED TO RUN A "TECHNICAL QUERIES SERIES", but it died a quiet death after a very short run. Don Courtney has suggested that we try to revive the idea. He writes:

"As a Lagonda new boy and a mechanical "thicky" I can guarantee to keep you supplied with regular contributions, but I dare say that others will take up the cudgel

and that they won't be solely concerning the 2 litre brigade.

Having some 35 years of HRG ownership and two rebuilds under my belt I appreciate just how naive are some of these questions. However, I must say that all the equivalent info for HRGs has been published in their gazette. Perhaps the problem is that I haven't read enough back issues of "The Lagonda", despite having subscribed for the past ten years; or maybe most 2 litre owners have been there, done that and got the book, in their heads".

Don sent five examples to the Editor and to Arnold Davey, Arnold has very kindly answered those he feels competent to deal with, but it leaves some for other gurus to solve. The questions that follow have been slightly edited, but the answers are given in full:

Dear Mr Guru,

2 Litre Combustion Temperatures

I have fitted one of Mr Leeks' elegant stainless steel exhaust systems.

Now why should the rear of the three manifold tubes have coloured to an orange hue, whilst the front two pipes are deep blue(ish)?

The engine has recently been re-built and the plugs are new. The gaps have been checked. However, the finger test, having run the engine for a few minutes indicates that number four plug is running cooler than the other three.

Could the mag deliver a weaker spark to one plug?

Dear Don,

Thanks for the copy of the "Guru" letter. The long term answer is that the club is preparing a "workshop manual" for the 2 litre and the 3 litre, which should hopefully answer most of the questions. the preparation is slow, with lots of different opinions and hampered by Geoff Seaton's death.

I can, however answer some of the questions and will duck out of the others.

Combustion Temperatures

It is quite normal to have cylinders at different temperatures, since the flow of air through the radiator tends to cool number one and the back one, either No 4 or 6, benefits from having air next to it and not a hot cylinder. Years ago, I had an AC Ace-Bristol with a highly tuned ex-racing engine in it and this ran best with three different grades of plug; softest in 1 and 6, intermediate in 2 and 5 and hard in 3 and 4. I took this up with ACs and their view was that if this worked, then fine, it was what the engine liked. Yes, it is easily possible to have one weak spark, but if it is strong enough to set off the burning, I don't think the resulting temperatures will be affected. What is more likely is that the contact breaker cam is giving slightly different timings between

cylinders. How this will work depends on the design of the contact breaker. For example, with a coil system using a four-face cam in the contact breaker, it is quite common for the four peaks of the cam to be at different heights, so that the points' open/closed points vary between cylinders and you have to time to an average. Most magnetos of my experience have an internal cam with only two faces, so you would expect, if there was a difference between them, to get two pairs of slightly different timings. On a coil system you could check this with a strobe lamp, but I doubt if they work with a magneto.

Dear Uncle Guru.

2 Litre Safe Rev Limits

No, I don't mean as in racing.

But what is the distilled wisdom for sensible rev limits in the intermediate gears? Always assuming the engine will aspire to reach them.

Rev Limits

Pass. I have never owned a 2 litre.

Dear Uncle Guru,

Rear Springs for the 2 Litre Low Chassis

I had my springs set up according to a set of inherited drawings.

On offering them up to the rear axle it proved impossible to locate the axle over the spring centres, because the centre was too far forward: so that in effect the propshaft was now too long and the rear shock absorber mounts were hopelessly out of a nice vertical alignment.

So I had the springs re-set to reduce the radius of the spring whilst still retaining the correct distance between centres of the shackles. This allowed easier assembly, but of course had the effect of flattening the spring.

Looking at other cars at Prescott and talking to a 16/80 owner, we both shared the observations that our springs were nearly flat and that, whilst our bump stops were almost riding on the axle, other cars in the paddock were set up very much higher.

So, do the springs settle all that much within the first two hundred miles of use; was the drawing correct; does it matter; is there a knack to fitting rear springs; am I the only one to be stupid and overlook the obvious?

Rear Springs

Pass again. But in your third para. I think you increased the radius of the spring if you flattened it. I have never seen a drawing of the spring layout on the 2 litre, but I think your use of the damper mounting as a guide is right. Period photos of bare chassis show substantial curvature of the springs, but with the body removed, they would, wouldn't they?

Dear Uncle Guru,

What is the consensus of opinion for the preferred SAE numbers for oils in the engine, gearbox, rear axle and steering box?

I am currently using a modern 20/50 multi-grade in the engine and 90 SAE in gearbox and rear axle. When I acquired the car there was Castrol R in the gearbox. For a reason? Or what do you think?

Oils

The original set-up was: Engine, SAE 40. Gearbox and rear axle, Castrol R. Steering box "Kamoil" by Cam Gears Ltd.

We now enter fiercely contested areas. My view is that your 20/50 multi-grade is fine, but others say you should stick with a straight grade 40. Can't see it myself. Lagonda would have used the best modern oil available to them and I hate the idea

that leaving the dirt in place somehow enhances the engine.

There are powerful pros and cons about Castrol R. London transport did tests on their buses years ago and got a consistent 5% increase in MPG with R. Doesn't sound much, but 5% of umpteen million miles a year was not to be sneezed at and they standardised it throughout the fleet. An advantage for our old cars that stand idle for long periods is that there is no sulphur in R and therefore it will never attack the gears, whereas mineral oils all contain sulphur in some amount, which can combine with water to make a weak sulphuric acid. For a car in everyday use this is of little consequence, but it is a different story for a car not moving throughout the winter.

There are cons. First, the cost and difficulty in getting it (I go to motorcycle dealers). Second, the fact that it develops a skin of dubious lubricating qualities when it stands for months. Third, the danger of some clown mixing it with mineral oil, when it all

turns to jelly.

"Kamoil" is no longer made, but I met a man from Cam Gears many years ago and asked him what it was. He wouldn't say, but did say any modern EP oil, as used in

hypoid axles, would be a good substitute.

For the rear axle, if you don't fancy Castrol R, your SAE 90 should be fine. There is no point in going to an EP oil in any Lagonda, except the V12, which has a Salisbury axle that requires an Extreme Pressure oil.

Dear Uncle Guru,

Two Litre Gear Ratios

What are, or were, the standard gear ratios for the OH box and the Z box? If there were alternatives, what might they have been?

What is the formula for converting engine revolutions to road speed please?

Gear Ratios

The internal ratios of the Z box and the OH box are the same. Three sets were available:

	First	Second	Third
ZC Set	4.22	2.64	1.69
ZD Set	3.68	2.30	1.37
ZE Set	3.14	1.96	1.26

The ZE is the commonest and is the most sporting. It was original equipment in 3L Specials and blown 2 litres. The equivalent OH set was fitted to the speed model. Early 14/60s and 16.65s used an even more pedestrian set:

4.05 2.53 1.62

which were quite close to the saloon ZC ratios. Most of the difference between the sets is made in the constant mesh gears; the first and second gear pairs are constant:

	First	Second	Third	Constant Mesh
ZC	18 drives 36	24 drives 30	30 drives 24	18 drives 38
ZD	Do	Do	31 drives 23	19 drives 35
ZE	Do	Do	30 drives 24	21 drives 33

The formula for road speed is: MPH/1000RPM = $\frac{2.975 \text{ D}}{R}$

Where D = Diameter of the driven wheels in inches

R = Overall gear ratio

But you may find tyre manufacturers quoting tyre revs/mile (usually around 8-900). The formula then becomes:

MPH/1000RPM = 60,000 Rx

Where R is as before and x = Tyre revs per mile.

Now; over to the other 2 litre experts in the club, to confirm or refute Arnold's comments and to fill in the answers he passed on!

I will add one little detail of my own: the American magazine "Rod and Custom" gave the following formula for calculating engine revs or road speed in their July 1968 edition:

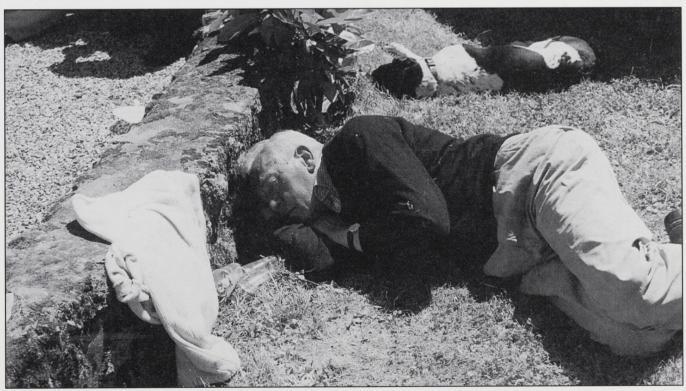
Speed = Rolling radius of tyre (in inches) x RPM Final drive ratio x 168

 $RPM = \frac{Final \ drive \ ratio \ x \ speed \ x \ 168}{Rolling \ radius \ of \ tyre \ in \ inches}$

The figure of 168 is a constant, don't ask me why it works, but it does. for the final

drive figure of, say 4.6:1, just use 4.6.

I used this to calculate the potential speed of my car at various revs and the calculations were confirmed by the quarter mile figures given to competitors at the Colerne Sprint.



David Davidson and dog prepare for the next stage of the Fougeres Rally. Picture: Andrew Gregg



Motoring terms explained, Harry Robinson (above) demonstrates understeer and Ken Painter (below) demonstrates oversteer.

Pictures taken at the Singapore Grand Prix Vintage Race, 1970.



On Coming of Age

by Frank Chasemore

The late Frank Chasemore was an employee of the Lagonda Company for many years and then latterly of J. & H. McLaren Ltd., manufacturers of the Petter oil engine. This brief account by Frank of his 21 years' service at the Causeway plant at Staines appeared in what was perhaps the McLaren house magazine of the time, probably in the mid-fifties. As there is neither clear attribution to the publishing source nor of its date, we cannot make, regretfully, any more acknowledgement than that. Nevertheless it provides a humorous and interesting reflection of those hectic vears at Staines before, during and after World War II. While I was the Magazine Editor, Frank kept in touch with the Lagonda Club on matters. contributed some amusing anecdotes to the Magazine during his retirement and was constantly surprised that anyone should be interested in hearing the reminiscences of an "Old Lag". As time passes, first-hand recollections such as this become a treasure trove for the Club. A.W. May

COR. 21 YEARS ON THE SAME WAVE - as they say in the Navy. It makes you think, you know. Especially when you have just been introduced as the new boy to that select circle of people who attend the annual Long Service Employees'

Party.

Of course, it sounds frightfully dull, stodgy and unenterprising. Particularly as the best people never stay on the same wave for more than a year or two, but hop from one to another as they land on the crest of a nice healthy roller which sweeps them on to SUCCESS and all that. But if anybody thinks that 21 years at Causeway has been a dull business they might like a few recollections from one who, at one phase of its history, was known as "Lot 42".

When I joined Lagonda (as it then was), I stepped out of that nice peaceful upper world where a steady 100 milesan-hour wind wafted gently round the old cockpit into an inferno of noise and smells apparently sustained by a bunch of high-powered lunatics bellowing down telephones and moving so fast that it made your heels hot trying to keep up with them. Out of this apparent chaos there emerged from time to time a motor car which, in its turn, seemed to be in a heck of a hurry to get somewhere and had something under its bonnet that was always protesting about standing still. When in my innocence I asked if it was always like this, I was told that panic and overtime had been built into the walls of the place and I would get the same way if I lasted long enough.

My earliest memory is of the first Rapier (that most controversial of all Lagondas) being built one Sunday in 12 hours - and the resultant thirsts being assuaged in the local. My next is of the subsequent record output being parked all over the place (including the machine shop) when the market suddenly folded up. I remember appearing periodically at the end of the Rapier shop bearing a piece of yellow paper signed by the Works Manager and the ensuing chorus from the lads, "All right, we know!" It was the hour's notice required to shut

down the line.

After some 12 months of this -during which overtime was frequently worked for nothing in an attempt to keep things going and a sigh of relief went up on Friday mornings when the news got round that the wages people had actually been seen on their way to the Bank - and Official Receiver was appointed.

Soon there were only 25 of us left and I had the probably unique experience of being appointed the Progress Department, the Time Office and Chief Storekeeper. But everybody's main job was to keep a few machines running and chivvy the rats out of the Machine Shop when prospective buyers were around. Ironically, it was during this period that, for the first and last time, a Lagonda won the 24-Hours at Le Mans and Staines was plastered with newspaper posters announcing "British Firm's Triumph".

Then the late A.P.Good walked in, stood on a chair and, introducing the almost legendary W.O.Bentley, calmly informed us that we were going to build the best car in the world and had got just two years in which to do it. Happy days were here again! Panic and overtime just oozed out of the walls and I moved into

my fourth new office.

Memories of this period include the tyre of the Ulster T.T. car wearing through when it was leading on the last lap, after being built in a week and having a new design of brake fitted while on the boat crossing to Ireland. They also never-to-be-forgotten include those scenes in the Body shop with only one hour to go before the doors of Olympia were due to be shut on the eve of the Motor Show. Invariably the cars were still hidden beneath a mass of crawling, cursing humanity while the rest of us sat around on benches - unable to go home until we were certain that the best cars in the Show had actually left the works. (Round about 8.30 pm. a far-sighted management had usually despatched an envoy armed with suitable currency and instructions to keep the door open with his foot if all else failed).

One remembers the first appearance of the new V12 engine at the show, visible to the customers only through glass panels in the bonnet - which was just as well as the glistening aluminium sump had been made in the Carpenter's shop The Stand staff reported that their first job each morning was to cope with woodlice toboganning down the glistening slopes of the wings.

Throughout this period too, one remembers the almost tyrannical figure of the late R.G. Watney, the Managing Director, driving himself and everybody like slaves to produce and perfect the only thing that mattered - the car. Somehow or other, in the 12 months which elapsed between the prototype and the production cars, four thousand modifications were digested by that already overworked and overwrought body called the organisation, but in the end cars started moving out of the gates, which caused everybody from shop boy to director to puff out his chest a bit when one passed him on the road (they probably still do - if the truth were known).

One remembers also the moment when the two cars returned from the 1939 Le Mans, having run third and fourth to a timetable laid down by W.O. And - almost immediately afterwards - the thankless and rather bitter task of wrapping everything up so that it was already to undo and start again when the business with Mr Hitler had been settled.

Once more we started on pulling the place down and rearranging it (I moved into my ninth new office) for the production of what rumour said was to be anything from malted milk tablets to battleships. And rumour was not far wrong - for over the years we became the sort of Woolworths for the Forces, dealing with all manner of things, from pilot seats (ex the upholstery shop, which used some of the finest leather in the country for the benefit of the Poles who flew the Whirlwinds) to flamethrowers, which the to experimental and racing boys turned their peculiar minds. The tinbashers, whose wings had won prizes at the motor shows, grappled with incredibly shaped pieces of tankage which the aircraft mind dreams up, while the Machine shops churned out everything from rockets to gearboxes. As for the Assembly boys, they slung the most incredible things together, from "2A" engines for an outfit called Brush to trolleys for lifting bigger and better bombs.

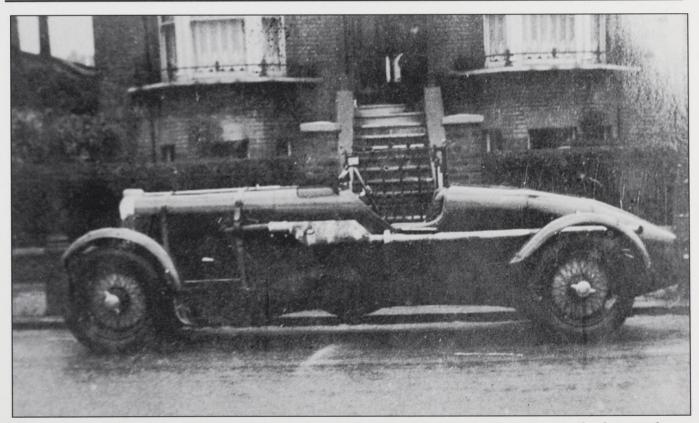
Of wartime memories the period after Dunkirk, when week-ends disappeared for months on end and the scoreboard in the Assembly shop announced the day's score under the headings "Theirs" and "Ours", easily remains the most vivid. That and leaving the works every night the Staines silhouetted against the red sky of London.

The lighter ones include the arrival of several coachloads of tough lasses from the North, who had been "directed" here for the duration of a contract, and terrorised the place until the coaches took them away again. (The stuff they made also terrorised Jerry the next time he came to town). Then there was the Spitfire filler cap which the C.O. of a neighbouring 'drome begged from me one afternoon in September 1940, so that he could get just one more kite back into the air, and which took up a lot of time for the rest of the war explaining to disgruntled government various

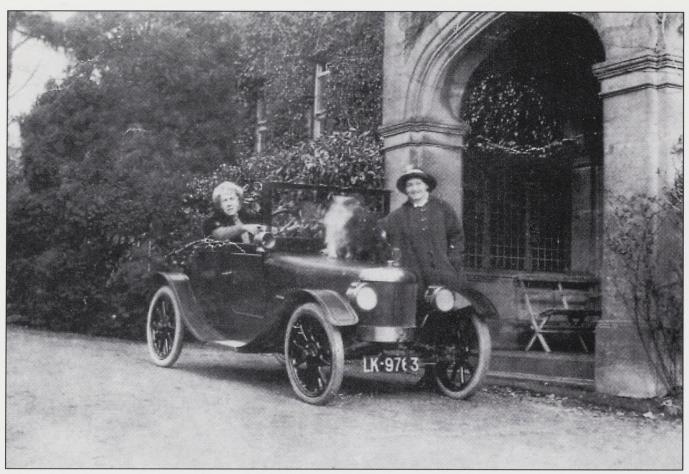
departments why I had done it and what they could do with their paperwork.

With the ending of the war, I moved into my 11th, 12th and 13th offices and here everything came unstuck. We had built the prototype post-war car but it was not like our first love and there did not seem any enthusiasm around. In addition, there was the constant frustration of controls and shortages. Finally Lagonda departed and Causeway underwent another of its periodic upheavals.

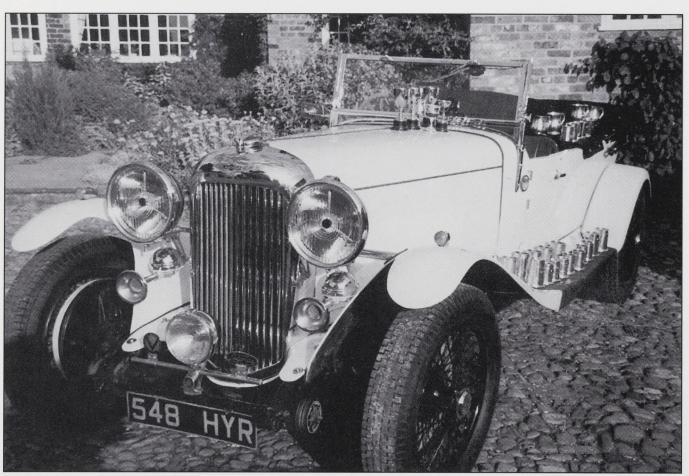
This time it was taken over by McLaren's and we were introduced to the Petter engine. Once more the walls began to ooze and the place nearly burst itself turning out those engines which were to find their way all over the world, wherever a bit of urge was needed to keep the wheels turning. This period is too close to talk of "memories" but my introduction to the Long service Employees Party will most certainly become one of them. But I will let you know all about that when I have completed my next stretch.



An archive picture new to Arnold! I found this picture of an LG45 Team Car in the late Ted Holloway's album when I was copying pre-war photos of my Maserati. It was taken in a London street in the late '30s.

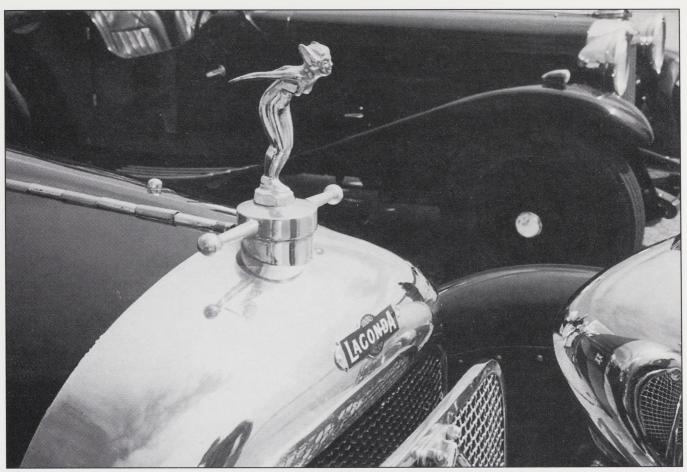


Another "new" picture for the archives: this early picture of an 11.1 was found by Roger Watson's brother.



David Hine's "White Car" on its 18th birthday since metamorphosis.

Picture: David Hine



An elegant radiator mascot, pictured at the Northern Driving Tests this summer.



Northern Driving Tests again. The picture was uncaptioned, so I can't identify the driver of the 2 litre, but Alan Brown tells him where to go!

Silver Jubilee Polish

by Arnold Davey

IT IS A UNIVERSAL HABIT, OR AT LEAST I VERY MUCH HOPE IT IS, to leave the silly little jobs until last. In the Spring of 1995 I realised that I would have had the M45 for just 25 years and in all that time I had been annoyed that, while nearly all of the interior polished wood is in fine condition, one little panel was not, with its polish crazed and lifting off in places. But there was always something more urgent and it never got seen to. Then in the middle of the July heatwave I got conscripted into French polishing the frame for the terrarium belonging to Wendy's flower club and while I had the polish pad made up and working well, I remembered the Lagonda's problem and took off the offending panel, plus its mate on the other side, to get a colour match, and had

As M45 saloons are pretty rare animals these days I should explain that the dash is completely different from the tourers as it has to conceal the axle for the two wheels which work the chain that opens the bottom of the windscreen. So above the mahogany plank which carries the instruments is a D-section wooden rail extending about three quarters of the way across the car, ending in the chain wheel housings. The remaining little flat panels on either side of this D-section piece are recessed and it was one of these that had gone wrong. Unlike modern car trim, there was no problem getting them off, just remove the brass screws.

The first surprise was to discover that they weren't a pair. The right hand one was about 3/8 inch wider and 1/4 inch deeper than the left one, was a slightly different shape and had mysterious hollowings-out on its back that did nothing. Knowing Lagonda's reputation for never throwing anything

away, it was obvious that this had been cut down from some larger panel that had been rejected for some reason, possibly even from some damaged car they were repairing. The differing dimensions are just a mark of the hand built car; it was made to fit nicely, regardless of standardisation.

The next surprise was to note for the first time that there are two distinct colours for the polished wood. The dash proper was polished its natural mahogany colour, but the door waist rails, window fillets and everything above them was a perceptibly darker colour, toning with the lighter lower papels

panels.

The third surprise was that on the offending little panel this darker polish was coming right off, leaving the wood both bare and its natural colour. This is not a normal reaction with ageing French polish, which is supposed to penetrate the wood and I had a moment's panic that the panel may have been repolished after the war with cellulose, which does lie on the top of the wood like this. Surely Lagonda wouldn't have sunk to cellulose, which was derided in the coach trade at the time for its horrid glasslike appearance, which concealed the texture of the wood? The only way to find out was to attack it with meths, which will eventually dissolve French polish if you rub for long enough. Some hours of rubbing later and after consuming half a litre of meths and a whole set of old pyjamas as rag, it became clear that it was French polish and was going to come off. Finally, we were down to bare mahogany, nothing like the colour of the matching panel from the driver's side.

This was another unexpected aspect. Clearly Lagonda had used coloured polish and not followed the

normal furniture trade practice of staining the wood from "the white" to just lighter than the required colour and then using normal polish which in fact darkens the end result slightly. Thinking about this, I believe the reason lies in the differing workshop practices between the two industries. In a furniture factory a polisher would be given a complete item to polish and will naturally get all the pieces stained to the same colour, or whatever required. From is conversations with "Old Lags" I gather that the practice at Lagondas was for the senior men to be given the really tricky bits and the juniors the straightforward panels. Getting a uniform colour with stain with this division of labour would be extremely difficult and adding colour to the polish would ease the problem. It would also be quicker, and hence cheaper, since it took the drying time of the stain out of the process.

I now had to match this colour and so set about with experiments with stain on the back of the panel. Luckily, my father left me shelves full of wood stains

of most conceivable colours and should anyone else have to do the job in the future, I can save a lot of time by placing it on record that "American Walnut" by Colron, rag-applied to the sanded mahogany and then polished with ordinary French polish gives a very good match. After all that preparation, the actual polishing took very little time on such a small panel and it was back on the car a couple of hours later. It really does improve the appearance so much that you never notice it now, whereas it stuck out like the proverbial before. It is still not clear why the original polish started to come off. I suspect that something like a greasy thumb-mark in the centre of the panel had meant that the polish had never really "taken" in the first place.

The next long-neglected job means I must look for some yards of 9in.x3in. deal, to make up a tool tray for the boot, now that I have drawings based on an original that I was able to borrow and now that my cousin has bought himself a bandsaw. Look forward to chapter two in July 2020.

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MANY USED PARTS FOR PRE-WAR LAGONDA MODELS REMAIN AND WE SHALL BE PLEASED TO ASSIST OWNERS WHERE SECOND HAND ITEMS IN GOOD CONDITION WILL SUFFICE

Letters

Dear Ken.

I read Mike Pilgrim's letter in a recent issue of "The Lagonda" and, in the hope that a portion of curry might be in the offing, sent him the letter that I have attached.

Having a fairly large, but incomplete collection of "The Lagonda" and having used it on numerous occasions to resolve problems, I was planning to do exactly what Mike has done and develop an index for easy reference to important articles. I had also considered writing to you with a suggestion that you made some 25 years ago and that is to invite articles on tips to assist in maintenance and overhaul of our cars. Tips have been given in numerous articles since then, but the details are submerged in the article and are difficult to find. Mike Pilgrim's work must be computerised for easy reference if it not being done that way already (it is, Ed), but I believe that it could be enhanced with new inputs by members sending in articles to the magazine. I am conscious of anno domini catching up with members who have a tremendous amount of technical experience to pass on, who don't wish to write the technical manuals, but would be happy to write notes on solutions to problems encountered. I can think of two recent problems that I have made notes on for my own future reference and which should, perhaps, be passed on (yes, they should! Ed.). Hence I would welcome your rejuvenating your ideas.

I would also be interested in completing my collection of magazines. I have about a dozen or so duplicate copies from the late '70s that I would be happy to pass on. (All spare copies are held by the Secretary, who will be pleased to receive any surplus back numbers from our members, Ed.)

I look forward to your response.

Kind regards

Peter Vowles

P.S.

I faxed this through to you on one of your work numbers and wondered if you received it? (Yes, thank you, but readers please note, they should not be used in future, watch the Newsletter for details of my very own fax number in the near future.

Dear Mike,

I read your letter in the latest issue of "The Lagonda" with interest and I am going to lay claim to that portion of curry you offered. I have been sorting out a collection of old magazines given to me by an ex-Lagonda Club member and in the process came across the curry offer in the issue number 59 of the magazine. None other wrote this than Ken P Painter, masquerading as a Flight Lieutenant in the R.A.F., based in Gan.

Like you, I had come to the conclusion that there is a mine of valuable information in these magazines and it should be made more easily accessible. Similarly, I agree with Ken's comments all those years ago and it was the subject of a letter of mine to the Club about 10 years back; perhaps a column entitled "What the Manuals Don't Tell You" should be encouraged? As Ken is now the Magazine Editor we have a chance of achieving our objectives. I note that he has a Fax, so I will copy this letter to him, after allowing time for this copy to arrive in UK by ox-waggon, which is our normal mail transport.

Regarding your index, I believe that it should be computerised, otherwise it is a painstaking task to keep it updated. Having taken the initiative to make a start on it, rest assured that the remainder of the membership will acknowledge your expertise on the matter and leave it entirely to you. If there were any way I could assist you with the index I would be happy to do so and if you were loading the data on to computer this would be the easiest way to help. Apart from "off the shelf" software, such as Microsoft Access, I have a number of indexes, e.g. for National Geographic Magazine, which are based on Microsoft Quick Basic and could be easily adapted for your purposes. The latter are easy to use and allow access to single words such as "water pump" and will list all references to any subject chosen.

I will be interested in your thoughts

on the above.

Kind regards

Peter Vowles

Dear Sir,

I have written two articles in the magazine on improvements to the Meadows 4½ litre engine, the first, in the Spring '95 edition was on fitting an oil cooler and the second, in Spring '96, covered fitting an improved two-pipe exhaust manifold and raising the compression ratio. I can now report on the results, which have amazed me.

I can now get a genuine 27 m.p.g. in normal road use, 65 to 75 on motorways and general "treasure trail" and town use (4 star). A summary of how this is achieved is listed below:

Remove head, de-coke and take 155 mm off. This will increase compression to 9.2:1. (Elongate holes in transfers!)

Fit new valves if necessary and grind in. Ensure rockers are free, then torque head well down.

Improve exhaust manifold by replacing with tubular manifold into two downpipes (unless yours has this type - Sanction three).

Fit carbs with SC needles and balance.

Fit oil cooler.

Rear axle ratio changed to 3.6:1.

The above gives very cool running and allows good flexibility. Max temperature 75 degrees.

Yours sincerely

Jim Shelley

Dear Ken,

Following David Hine's 'Reflections' on the sadly not to happen trip to the US in 1999 and your 'Driving Seat' mention of New Zealand, it occurred to me that members might like to be aware of the New Zealand Vintage Sports Car Club/Sun Alliance 2000 Rally planned to take place on the North Island in February of the millennium year.

If the 1969 rally in South Island is anything to go by, reference my travelogue in the Spring 1996 magazine, this will be a truly major event and I'm advised that 5 UK Lagondas are already entered. Not a bad start given that there were only 6 Lagondas (3 from the UK), out of over 1600 cars, in total in 1996.

I enclose some background to this event, which you may wish to pass on to anyone interested.

Kind regards

Stephen Lewis

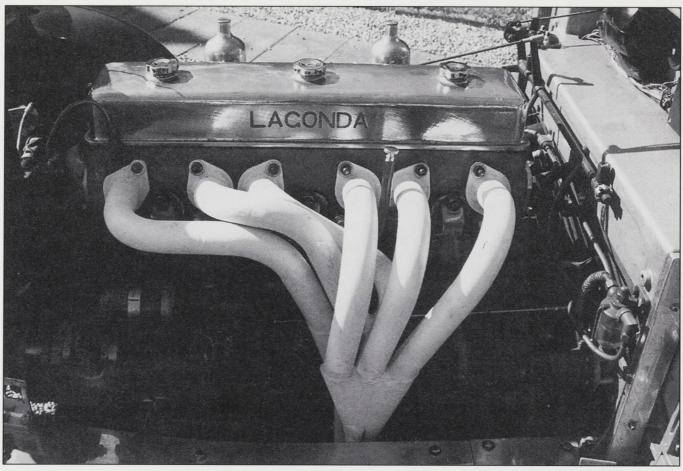
Dear Ken,

GF 1954, Chassis OH9644, Engine 2B1012 (1388)

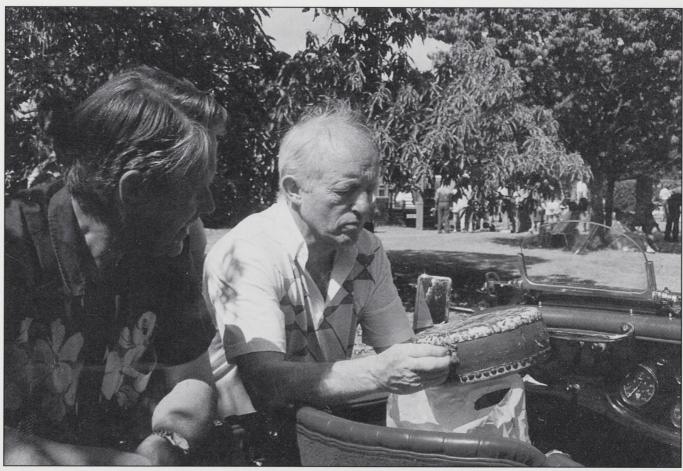
It was good to see you yesterday at Beaulieu - we were Stall Y505/6 - and you suggested I should write to you.

As you know, I am trying to fill the gaps in our 2 litre's history back from when Henry Coates purchased her in 1941, to the date of first registration in March 1930. Henry purchased GF from Derringtons of Kingston-upon-Thames (no longer in existence) and later he purchased from Derringtons blown chassis No 9745, fitted with engine No 2B1000. He installed the blown engine in GF and later used the spare chassis as a basis for one of his specials. GF now has engine No 2B1012, from its rebuild in 1954.

Now two things stand out about the early history of GF. First, the registration number GF 1954 sounds pretty deliberate for a 2 litre. Secondly, its sister car GF 1347 (E14), the very next engine and chassis number off the



Jim Shelley shows how to turn a $4\frac{1}{2}$ litre Lagonda into an economy car.



"27 mpg, seems like magic" says Paul Daniels.

production line, 9645 and 1389, took part in the very first RAC Rally in 1932, driven by H.J.Gould. So what? Might they have been sold by the same

(London) dealer?

Arnold Davey has been very helpful, as have Don Hoggard, Bill Boddy, Paul Tebbett, James Crocker, Ken Pape, John Anderson and Dick Raynes. The continuation Log Book I have commences with Roland Morgan (1963), but there were at least two other owners before Roland, in RW Hill (H61), 1962 and Jack Allison, 1954-1958, after Henry Coates, 1941-1954.

I would dearly love to fill in the 1930-1941 gap. Is there any way you can help? Are there any surviving factory records? Surely a 2 litre bearing the number GF 1954 has got to be significant!

See you at the AGM.
With kind regards

Yours sincerely
Peter Sowle

Dear Ken,

Following advice from the Riley Register, I wrote to the DVLA. We received the following reply, which makes the position quite clear.

Yours,

John Del Mar

Dear Mr Del Mar,

Thank you for your letter of the 22nd September letting us know that your Lagonda vehicle registration mark EUD 301 will be off the road and unlicensed.

Statutory Off Road Notification (SORN) will be introduced from 1st February 1998 and will affect all vehicles which have a current licence in force on or after 31.1.98 and which subsequently become unlicensed. This means that if your vehicle has a current licence on 31.1.98 and you then take it of the road and it becomes unlicensed, you will need to make a SORN declaration at that time. Alternatively, if your vehicle is

unlicensed on 31.1.98, but is licensed again, a SORN declaration will need to be made at that time. A SORN declaration can be made on the same form used to apply for a refund of Vehicle Excise Duty (V14 Refund Application), or on form V11 Licence Renewal Reminder, or on a new form V890 which is being introduced for this purpose.

Once again, thank you for writing to us. It is encouraging to know that the message is getting across already.

Yours sincerely

Christopher Berry
VEHICLE CUSTOMER SERVICES
DVLA

Inland Revenue East, Bury St Edmunds.

Dear Sir,

I understand you are the owner of a vintage Maserati sports car, registration SN 333.

Will you please confirm this is correct and let me know the date upon which this vehicle was purchased, the cost of acquisition and how this purchase was financed?

Your assistance would be appreciated.

Yours faithfully

G J Powell

Editorial Comment:

This is a genuine letter, sent to me on 13th June. I telephoned the tax office and asked on what legal basis they were asking such questions. Mr Powell quoted "chapter and verse" to me and it seems that they do have the right to demand this information! He advised me that the car was seen competing at Prescott in August 1996 and they wanted to know how I had "suddenly" acquired it. I pointed out that the car had been competing for about five years, that I have owned it since 1969, it has been used regularly on the road for many years and it cost me £320 cash. Big

Brother really is watching you! K.P.P. Dear Ken.

Please find enclosed a copy of a sketch produced by my son on one of your last meets. I thought that it would be an appropriate picture for the next newsletter.

My son and I would like to thank you for the many years of entertainment you have given us when we have watched you race around the country. May there be many years more to come.

We are both great fans of yours and would be grateful if we could have a signed photograph of yourself and your car for our mantlepiece.

Do you do any talks or presentations regarding racing? If so could we please have a copy of your itinerary so that we can book leave to come and listen to you.

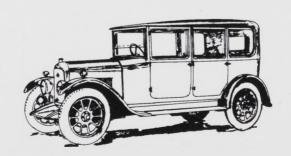
Waiting with baited breath to hear from you.

Yours longingly

Jemima Adnogal

Love it! I thought at first that a club member was behind this, but it turned out to be part of my staff's farewell package, as a copy was put in the "Chief Executive" briefcase pack they gave me



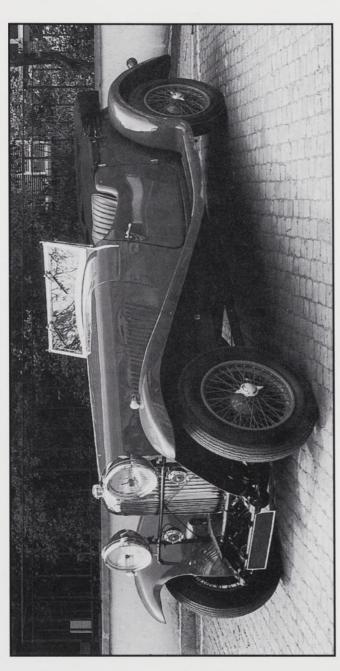


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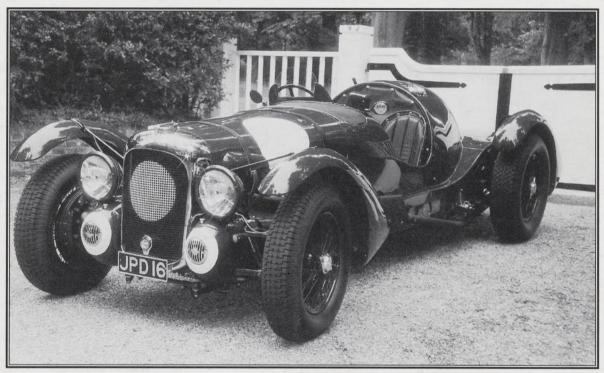
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