History of 155

Written by yted at Nov 11, 2011 8:03 pm

Sorting through my Father's car records (he died a few months ago) I came across the registration book for our Rapide.

When we bought the car from Guinness Breweries at Park Royal London in 1969 I was under the impression we were the second owners. However the car was sold new to Edward Farr Ltd of Bridge Works Wickford Essex in Feb 1964. It was sold 3 months later to Guinness.

Can anyone shed light on Edward Farr Ltd? My searches have found nothing.

Regards,

Mark

Re: History of 155

Written by TVJL at Nov 12, 2011 2:13 pm

Dear Mark,

I'm very sorry to hear of your sad loss. My sincere condolences.

Thank you for taking the trouble to provide this further information about 155 - fascinating stuff. Re Edward Farr Limited, a company of that name appears to have been wound up early in 1971: http://www.london-gazette.co.uk/issues/45328/pages/2692/page.pdf. I hope this helps.

Best wishes,

Tim

Re: History of 155

Written by h14 at Nov 12, 2011 8:37 pm

Hi Mark,

Many years ago my brother worked for the Public Record Office, and was instrumental in finding the missing papers of Lagonda Ltd, thus helping Arnold Davey complete the History. It follows that documentation must still exist, so might be worth following up with PRO, & perhaps also Companies House.

All the best

Laurence

Re: History of 155

Written by David at Nov 13, 2011 7:08 pm

Fascinating Mark; 155 was sold by Brooklands of Bond Street London (order number 14090) and was delivered to them on 16 Jan 64 (actually the papers say 1963 but that is clearly a clerical error). Their record for the car does not show the name of the first owner (although some do), which might lend weight that for some cars which have presumed early history might indeed have a slightly different version. It would be interesting to know what is detailed on the original build sheet at Aston Service Dorset

That same record also suggests while 155 was the last car built it was not the last car ordered. 156 (or perhaps higher) would have been a manual car, Carribean Pearl with Grey interior for a Mr Canham. And there is some evidence of a subsequent car with legible details lost in photocopying and then scanning years ago (the bottom of the page has been copped off)
