



LUCAS HEADLAMPS

Joseph Lucas was born in Birmingham, England in 1834 and began in the early 1860s as a dealer in paraffin oil for domestic lamps and other products. In 1875, he opened a small workshop in Little King Street with 5 employees making lighting for ships and homes. Lucas had a particularly profound impact throughout the history of vehicle lighting. During the Classic Era, Lucas 'King of the Road' products became the market leaders, being fitted to most of the vehicles made in Britain. At the time it was said that if you wanted to know how many cars were being built just ask Lucas how many headlamps they were making and divide by 2!

The BIG Lucas P100 headlamps are worn by such cars as Bentley, Lagonda, Rolls Royce, Alvis and Aston Martin pre-war and the Jaguar MkIV and the large Austin saloons after the war. While there are several variations of the P100 headlamp (L, R & S are examples), they are all large (12 inch diameter) with some variations -- fluted or plain reflectors, clear, frosted or ribbon glass and the size and color of the Lucas crest at the top of the headlamp. Each of these details is critical when restoring headlamps for a particular Mark.

In Britian, proper headlamps of the era were known as "DIPPING" lamps. This means at night when an oncoming car is approaching, you press a button on the floor and the right/ off side headlight turns off and the left/ near side (the dipping headlight) activates a solenoid to move the reflector down and to the left so the bright light moves away from the center of the road - not blinding the on coming driver. *(How to make headlamp covers -- see page 26)*