



Joint Publication of the



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## 2 Litre LAGONDA Register

Joint Hon. Secs. :

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✓ J. M. Bosworth, Tylston Lodge, Liphook, Hants.

## LAGONDA CAR CLUB



Hon. Sec. :

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Kingston Blount, Oxon.

Editor : D. P. King, "Jasmine," Jackett's Hill, Thakeham, Sussex

## EDITORIAL

Pressing on between Pulborough and Petworth recently, the Editor and *Miranda* moving at a steady 45 m.p.h., including trailer, saw coming down the hill a maroon 2½-litre coupe. We prepared to "make our number" and were agreeably surprised to get a wave in answer from the woman driver.

Somehow one doesn't expect to receive recognition from the Feltham brigade. Anyhow, onwards to Petworth, and on the North Chapel road, we met a 4½-litre coupe. We put out an arm and gave a thumbs up, and again, wonder of wonders, got a similar sign in return. We proceeded on our way to Liphook, feeling at peace with the world, the sun shining, and our faith in Lagonda owners at a high pitch.

It may be that 2-litre owners underestimate the esteem in which they are held, and are perhaps a thought too prone to turn up their noses at the later models, when really, in their heart of hearts, their ambition is to own a V12 !

The Editor, if so be he won a football pool (at the old rate !), would like nothing better than to own an old farm, with a large

old barn, containing one or more of every type from motor-cycle and tri-car onwards, a stores brimfull with spares, bright, clean and slightly oiled, run with bin cards and part numbers, and even a replacement engine or two, shining brightly in Lagonda grey and polished aluminium.

From this point, it is no effort at all to visualise a small drawing office, a coach and trimming shop, and a thriving business developing, not forgetting the "Coach and Horses" over the way where suitable refreshment can be had, and visitors put up. A tender would go to all race meetings, and . . . but enough ! One can dream on for pages.

It merely remains for us to thank all those who wrote in, not forgetting the sender of a telegram, to express appreciation of our first number, and to say that it is these expressions of approval which spur us on to greater efforts for the future. Our thanks are also due to the many contributors, who produced with goodwill our peremptorily demanded articles, without which the magazine would merely consist of the doings of *Miranda* and your Editor !



## COMING EVENTS

### 2-litre Lagonda Register

SATURDAY, 16TH JUNE.—*Northern Rally*

A series of simple ? ? ? driving tests have been planned on private land at Bircote, the start point will be The Crown Hotel, Bawtry (on road A1), competitors to report at 2.15 p.m. The finish will be at the Bull-i-the-Thorn, Hurdlow, where supper has been arranged.

SUNDAY, 23RD SEPTEMBER

This should be noted as the provisional date for the 2-litre Lagonda Register Annual General Meeting. Full details will be sent to members later.

### Northern Rally

As members will have read elsewhere, a "Northerner" came south and won our Southern Rally, and the opportunity is now coming (16th June) for the Southerners to venture north and show them who really is the best at avoiding pylons and flags. (The Editor will not be allowed to drive this year.)

An early start on Saturday will easily get you there in time for lunch before the start, although several members are making a real weekend of it and staying Friday night at The Crown Hotel, Bawtry, and Saturday night at the Bull-i-the-Thorn, Hurdlow. The main point of course, is to be sure to come.

All accommodation at the above two hotels should be booked NOW through, D. H. Coates Hill Farm, Swine, Nr. Hull.

### WANTS TO BUY

16/80 saloon or D/H coupe. £200-£300 depending on condition.—A. J. BUXTON (147), 41 Westcombe Park Road, Blackheath, S.E.3.

2-litre tourer.—B. M. THOMAS, Tregenna, Coppermill Road, Wraysbury, Bucks.

2-litre tourer.—NOM *via* C. G. CLARKE (52), "Mariff" R.A.F. Site, Porthkerry, Barry.

### LAGONDA CAR CLUB

#### Eventatos

Local meet. Last Wednesday of each month at Coach and Horses, Croxley Green.  
*Invites*

10TH JUNE. Chiltern C.C. Summer touring rally Beaconsfield.

21ST JUNE. Broadstairs Concurs D'Elegance.

24TH JUNE. Inter one make driving tests run by the Lancia C.C. Chipping Camden.

28TH JULY. Race meeting, Aston Martin Silverstone.

Volunteers for selection in the team trial to Mrs. A. J. F. please. Club or Reg surely?

Aston Martin Silverstone meeting includes the David Brown relay race. We want as many teams as possible, i.e., one each from 4½-R's, M45's, Blown 2's and unblown 2's. Don't forget the event is on handicap. What offers?

### NIGHT NAVIGATION TRIAL

The Lagonda Car Club ran its third annual night frolic on the 17/18th March, which is so long ago now almost to have been forgotten, the details at any rate.

The "Case of the Missing Marshal" or "The Murder of Moffatt" is likely next time this "classic," *vide* our contemporaries, is held! The results were remarkable in two ways, first that a Lagonda won, and second that Abel and his charming navigator had never before entered such an event! Good show.

### STOP PRESS

#### Lagonda Car Club

In addition to the meeting on the last Tuesday of each month, starting 26th June, at "THE COACH AND HORSES", Croxley Green, there will be one on the first Tuesday of each month, starting 5th June, at "THE WHITE HART", Bletchingley, Nr. Godstone.



## AN ANATOMIE OF LAGONDACHOLY

". . . . Be thou rul'd by me :  
Chief master-Gunner am I of this town ;  
Something I must do to procure me grace."  
*Shakespeare, K. Henry.*

READER, in thy passage along that highway which leadeth the questing wayfarer towards the Greate Weste, hast thou ever marked that edifice which beareth the appellation "Lagonda"? Mark it well, when next peradventure thou shouldst traverse the smirches which, *pace* Monsieur Roget, are Staynes: for I would acquaint thee with the nature of a certain self-motivate (or so they do rumour) Chariot, or Vehicle, which was once known to emanate thence during a previous incarnation, *ante regnum D.B.*

This Vehicle, or Chariot, hath inspired certain men to flights of panaegyric Eulogy, inasmuch as they do see fit periodically to acquaint their Fellowes with the *manifold Virtues* thereof. Whereas other men, and notably likewise women, do protractedly cogitate concerning the doubtfulness of its Genealogy, terming it *Apocryphal*, and speaking of it in such terms whereof are engendered Abuse and Blasphemy. These Folke do in their defamation of this Vehicle anatomise it and break it down, its innate Flawes to magnify. Oftimes will they be heard to aprostrophise that which they term a Boxe of Geares, wherein it doth appear that *Thirde* acteth perforce *vice Seconde* inasmuch as the latter doth seldom if ever. Note further that they do seldom evidence a seemly gratitude for the opportunity directly to observe the state of the connecting Perches, or Poles, through the inspection ports sometimes fortuitiously to be found provided in the Crank Case, which, as its name implieth, is in truth a Boxe for the containing of Eccentrics. On these occasions one museth with that old Author:—

"ecce, *infelicitèr gubernator se capite manu gratinat.*"

(Lo, haplessly the helmsman scratcheth his head with his hand).

That this Vehicle *yclept* Lagonda, was not unique in its forthright rugged Qualities,

may be inferred by this somewhat allegorical Passage in the Prologue of that Chaucer who was called Dan because his name was Geoffrey:—

"The MILLER was a stout car for the nones,  
Ful big he was in braun, and eek in bones ;  
That proved wel, for over-al ther he cam,  
In racing wolde he have alwey the ram."

The vital Fluid such as these Engines consume during their operation is the fount at once of much conjecture and expenditure. Times have in sooth been known when that very Fuel was most difficult of access; but seekers after the Lord could find comfort in that verse, "blessed are they that are poor in spirit." Nowadays 'tis more obtainable, albeit of indifferent quality. It is, of course, well known that those brands "which are thick and ill-coloured, such as come forth of a Poole, are most unwholesome, putrified. . . . They cause foul distemperatures. . . . they are unfit to make fuel of, to prime Pots with, or to be used about these Cars either inwardly or outwardly. They are good for many domestical purposes, to wash raiment or gresy components . . . etc., or in times of necessity, but not otherwise."

Wherefore have been known men to blend other Spirits with this Juice, the whole being of a mighty Potency, like unto that other Alcohol of which certain Folk do consume so large a quantity to the Gallon: they do claim that it enableth and doth encourage great Advancement, but it beseemeth me that their claims are immoderate.

Furthermore, and in like fashion, do such Proponents debate the virtues of those Oyles which render smoothest the functioning of those internal parts which are otherwise prone to Seizure. Their numbers are legion who do loudly laud that *Oleum Ricini* beloved of the coursing Bryver. These would impress upon their listeners that they choose and associate themselves with those



Motors which do sound "like the tearing by a monstrous Giant of much Calico :—" but to these eares which have hearde the wrathful Thunder of that famed Big Vehicle of the Sylvan Lycett, their effect doth in good sooth more seem to me to resemble the gentle unravelling of a morsel of knitting. It may be that they do prefer their *R* for the profound aromatic effect which it undoubtedly hath, and which those educated of Palate do properly agnize as being most stimulating. In connection with this Science of lubrication, it may be noted by the zealous Student that when evacuating the Sumpe, the converse of Crato's theory may well be applied to the Diagnosis :—

" . . . . *nil clarius illa dum bibitur, nil spissius est dum mingitur, unde constat, quod multas faeces ex corpore linquat.* "

"Nothing comes out so thick,  
Nothing goes in so thin ;  
It must needs follow then  
The swarf comes from within."

As that old Poet, Henricus Abrincensus, scoffed, calling it *Stygiae monstrum conforme paludi*, a monstrous morass, like the River Styx. "But let them say as they list, to such as are accustomed to it, 'tis a most wholesome (so Polydore Virgil calleth it) and

a pleasant drink" for ones's Engine, this most Subtile O. *Ricini*, and it possesseth an especial virtue against slothful, dull, heavy Humours, etc., although it must not be expected to combat those Evils which do arise on a higher Plane, such as Celestial Influence, Possession or Obsession of Devils, congenite or adventitious Intemperance, or other innate hypochondriacal melancholic Manifestations.

Indeed, this subject hath inspired a modern Muse to pour forth some of his finest Work ; this Poet, whose polyglot asseverations are represented elsewhere in this Tome of Enlightenment, is famed for his lyrical Style, and his obvious Appreciation of the requirements of good aesthetic Form. In truth, I can little better than quote :—

"What's that groaning, cringing, rending ?  
It's the flaming chassis bending.  
And those iron teeth a-gnashing ?  
'Tis the second gear I'm bashing.  
Half-shafts flying through the air,  
(Always pays to tote a spare).  
Sounds of distant heavy rain. . . .  
Blast, there goes the timing chain.  
Vintage sports cars are such fun,  
*Tua culpa*, Wilbur Gunn.

"SETRIGHT."

## BOOKS TO BORROW . . . . AND TO KEEP!

**Motor Racing with Mercedes-Benz**, by GEORGE MONKHOUSE. *G. T. Foulis and Co. Ltd.* 21s. net.

This book should be on the shelf of every enthusiast, and is of particular interest in that it shows many of the teething troubles which had to be overcome even with such a set-up as Mercedes-Benz. We hope that the B.R.M. Trust have a copy, and note that one trouble which occurred several times was that of brakes sticking on . . . we have heard of this before !

**A Racing Motorist**, by S. C. H. DAVIS. *Iliffe and Sons, Ltd.* 10s. 6d. net.

Quite apart from the fascinating story of "Sammy" Davis's life, this book is really the sporting drivers "bible", and has in

addition several references to Lagondas, notably Chapter 10, the 1928 Le Mans, when "in eleventh place, the much battered Lagonda with the broken frame, which was triumphantly brought across the line by d'Erlanger and Hawkes".

**The Old Straight Track**, by ALFRED WATKINS. *Methuen and Co. Ltd.*

There is really no justification for the inclusion of this book, apart from the fact that your reviewer has always wished to de-bunk the widely held belief that Britain before the Romans just was not, but do not attempt to borrow our copy ! One other excuse could be that on p. 212 is mention of Castle Malwood, which name always reminds us of a Dornford Yates novel. D. P. K



## ON LOOKING INTO BOSWORTH'S HOMER

by 16/65

I persuade myself that most intelligent mortals and probably many of the more beautiful angels always open their literature at the back. Thus it was that the first I saw was a "List of registration numbers and owners." Bare in outline, this proved an interesting study in personal habits of transport. Some like Fisher and Sargent it appears need four cars in order to keep themselves roadborne, whilst others like our learned editor somehow contrive to get past (oh dear, what have I said) with three.

Uninspired by the list of non-owner members, reluctantly we (royal personal) turned to the front.

"Note: Cars are fitted with a 4-cyl. 2-litre engine unless otherwise indicated." Ah yes indeed, but what a field of enquiry to find out these "Indications." Pages one and two were ease itself. All but one car proudly boasted of being OH and even the renegade was not ashamed to say R under "Type". On page three the printer, bored with the repetition of OH, omits all suffixes but fortunately returns to them on page four in time to expose the duplicity of certain machines who shelter under the note at the head of this paragraph but whose chassis suffixes, like a haunting conscience, expose their true state. A little search amongst the honest revealed that all 16/80's begin with S, 3 litres with Z and Rapiers with D, whilst 4½'s borrow other plumes or else are so heavily disguised as to be unrecognisable.

Armed with this knowledge it soon became apparent that the 2-litre purity of the early start: 110 out of the first 111 and 159 of the first 169, becomes increasingly diluted until, between 239 and 265, we find only 5 out of 25. In all the answer is:—2-litre 222; 3-litre, 29; 16/80's, 23; Rapiers, 6; 11.9's, 5 and 4½'s, 3.

So much for the letters but what do the numbers hide? If you (common impersonal) subtract the engine number from the chassis number of the oldest car the answer is 8260. Continuing this down the years the number varies but little although it gradually de-

creases, indicating perhaps a steady wastage of engines. In 1929–1931 the most usual result is 8256 and this difference holds good no matter what the model and no matter whether the engine was made at Coventry or Staines. Even more surprising, it is equally valid for the late Rapiers built by Major Oates after that model had been dropped by Lagonda. Or is somebody cheating? The Le Mans team cars are, however, exceptions, carrying engines earlier than their chassis numbers would lead one to expect. Much experiment on a hack chassis before the race or a relieving change after it; who knows?

Looking further back it appears that in fact the chassis numbers count back to pre-11.9 days whilst the OH engine began at one for the first 2-litre. If this is so we should expect the first 2-litre to have a chassis number approximately equal to our earliest chassis/engine gap, i.e., 8260. In fact the latest 11.9 we have is chassis 7122 in December, 1925, and the earliest 2-litre chassis 8506 in December, 1926. Now this seems an impossibly large gap if the theory is correct. In fact, however, 11.9 numbers are so erratic as hardly to be a safe guide. They progress at an alarming rate from 1456 in 1914 to 4536 in 1923, with engine numbers anything from 2200 to 3745 higher although the pre-war cars seem to have had no engine number at all. In truth there are not enough examples of this era to allow of intelligent guesswork, but it does seem that the illusive No. 1 was not an 11.9, but perhaps, a 20/4, a tricar, a motorbike or even the good ship Geralda.

The game of subtracting by years can be played quite accurately if we look at enough 3-litres' of December and January registration. From this exercise we glean the following production figures, or perhaps more accurately, sale figures:—

1926=250	1929=310	1932=280
1927=350	1930=250	1933=290
1928=390	1931=220	1934=320



How many of these belong to each model, it is of course, impossible to say, but of the 2,000 cars built between 1926 and 1932 it seems fair to assume that over 1,300 were 2-litre. In fact, if we apply the same ratio as that in which they appear in the Register list the number is 1530. After all the 16/65 was but a bird upon the wing and the three

never as popular as the two. Perhaps little over 4,500 low-chassis cars were built, of which, no less than 131 are on the Register.

Now if someone can provide a similar tome on the 3½, 4½, V 12 and the funny-faced thing they make now, I could start all over again. Or of course not. Perhaps they won't anyhow.

## MISCELLANY

"Ivory and Cars. At Christie's yesterday I watched one of the rare auctions of ivory figures. A suitable air of calm hung over the sale. There were no violent fluctuations in the prices, which averaged between thirty and forty guineas.

The owner of these figures was Mr. David Brown, a Yorkshire industrialist and fox hunter. In 1947 he became the chairman of the Lagonda and Aston Martin firms of car manufacturers.

At the end, however, bidders became keen, and 165 guineas, was paid for a large ivory bulbous tankard and cover of intricate design, almost three feet tall".

PETERBOROUGH, *Daily Telegraph*  
27th April, 1951.

(Could this be a V12, 4½-litre tankard?).

\* \* \*

Congratulations to the Denshams on the advent of Gabriel Margaret (he will forgive us the Christian names this time, surely !) at the bonny weight of 8 lb., on 6th April, 1951.

\* \* \*

Hartop, the "photo-album-looker-afterer" as J. M. B. calls him, has acquired ! a super loose-leaf album (he'll have to watch the Editor on his everlasting hunt for pictures for THE LAGONDA) and members should get cracking this summer (presuming that we get any), with cameras, begged, borrowed, or stolen.

His address :—59 Queen's Road, Hertford.

\* \* \*

Congratulations too, D. H. Coates (25) on winning the award for the best aggregate of a Northern member of the V.S.-C.C. and

sundry other prizes as well as a "most meritorious" in the same Clubs Blubber-houses Trial of 7th April, 1951. He certainly keeps the Staines flag flying, and disproves those who sneer at the blown 2-litre performance and reliability.

\* \* \*

E. D. Abbott Ltd., Farnham, Surrey, have a number of Rapier wings and running-boards available, members interested should get in touch direct, mentioning THE LAGONDA.

\* \* \*

The Editor can now be found (if so be anyone wants to !) in a 22 ft. caravan just outside Brentwood, Essex. A12, Brook Street, turn left at "The Bull", looking in first, down Spital Lane, 400 yds., over small bridge in field on right, by Babbling Brook, soon to be renamed Lagonda Creek.

\* \* \*

Rexford-Welsh (305) is going into production with scale models of 3-litre engines, but delivery dates are uncertain, as we understand there is some trouble with sub-contractors, M.O.S. restrictions on metals it is rumoured.

\* \* \*

Bouquet to G. Nall, who came to the Southern Rally by bus, this is true enthusiasm. We should also like to add our thanks to the staff and management of The Links Hotel, Liphook, for their very efficient and courteous service. Incidentally, Sutton (224) lost a shooting stick at the Rally, if anyone found it, would they get in touch.



## BENTLEY DRIVERS' CLUB EASTBOURNE RALLY

### Road Section

At the recent Eastbourne Rally of the Bentley Drivers Club starting on the 31st March, 1951, in which 101 cars were entered, it was the happy fortune of the Mark Lagonda to provide the largest single entry barring our hosts, to wit fourteen cars.

The road section of approximately 300 miles of metalled roads to be covered, in the main during the hours of darkness permitted six starting points, though the route became common after the first time check at Aston Rowant. The London control was situated at the Metropolitan Police College at Hendon from which point sixty-three competitors were dispatched on their way by the police. It is perhaps fair to record that several of the competitors entered this hallowed ground with some diffidence, the author in particular being uneasy in the knowledge that his road licence bore a date which in no circumstances could be considered current was covered in some confusion!!

The first car, Fishers' 11.1 (1914) started with acetylene lights ablaze on the stroke of 21.00 hours encouraged (a change) by the police to whom the vehicle was a source of great amusement and soon a notable melange of equipages was heading north to Aston Rowant via Baldock for the first time check. The weather was kind and the seventy-seven mile dash offered little difficulty, particularly as the last few miles were more than familiar after the recent night trial. After booking in at Aston Rowant a stop of half an hour was permitted for refuelling both man and machine, the long-suffering Lambert Arms providing both with its usual good humour.

After the first check we were headed southwest to STONEHENGE, this leg offering sixty-five or so miles of fairly easy motoring, the latter part on very fast roads. Just after leaving the Lambeth Arms the sorry sight of Arthur Fisher and Hamish half way around a corner loomed up in the headlights. They were struggling to get the rear portion of the body anchored back on to the springs;

it is understood that they ran out of acetylene while negotiating the corner? We regretfully left them behind, struggling manfully, with large quantities of motor car and wire littering the road. On arrival at Stonehenge in the early hours it was found difficult to work up any enthusiasm for this ancient monument and we were pleased to get our road-card annotated and to be on our way to the next time check control, where hot drinks were understood to be awaiting our arrival.

The next time check point was the café atop Boxhill, Surrey, again a fast section over good roads and no difficulty was encountered until Dorking was reached. This small town seemed to be tightly packed with Bentleys and other reputable motor cars, all trying to find the specified road of approach, which was stated on the route card to have two formidable hairpin bends. It was noticed that some drivers, despite this warning, altered the shape of the corners to some extent!! On arrival the promise of refreshment was amply fulfilled and a log-fire included in the amenities was much appreciated by the rear ends of the police team.

After a quarter of an hours respite we departed on the last leg to Eastbourne and left Boxhill to the twittering of the bird population who, like the motoring fraternity, use the early hours for better purposes than the wooing of Morpheus. The run to Eastbourne was straight forward and the pleasant experience of driving down in convoy with several fellow competitors was enjoyed. We were, however, pleased to see Eastbourne appear on the horizon and arrived at the Trinity Garage to receive a very pleasant welcome from Lt.-Col. Berthon, who appears to thrive on lack of sleep.

The road section had provided us with about 300 miles of motoring on good roads and the averages which had been set of 30, 33, 36 m.p.h. for 2, 3, and 4½ litre cars were reasonable, compatible with safety, though they did not allow for any gross errors in



navigation. The majority of Lagonda owners at the end of the road section were able to present a clean sheet, with some notable exceptions. The Hon. Sec., who in his enthusiasm or arithmetical aberration arrived several minutes early, paid heavily in points for this heinous offence suggestive of dicing! "X" had the ill luck to break a rocker arm near Boxhill but showed his resourcefulness by motoring slowly to Staines and awaiting the opening of Messrs. Davies to repair the damage and then hot footing it for Eastbourne and, last but not least, the afore-mentioned, 11.1 which arrived at the Trinity garage in great style at about 09.30, having cut out the Stonehenge leg.

### Driving Tests

At 10.00 hours the now somewhat refreshed competitors were placed under starters orders and conducted to the Front where the Corporation had kindly cleared a section of the road. These tests, six in number, were of a relatively simple nature designed to show normal skill in car handling without damage to the vehicle. However, despite the clear instructions on the printed orders and the patient expositions of the marshals many competitors made errors which could only be classed as foolish or over enthusiastic.

However, in the afternoon we were given a second chance at the tests and many availed themselves of this opportunity to improve on the mornings efforts. Unfortunately, the weather stepped in and at times the rain was really heavy; nevertheless it was interesting to see the larger wheelbased cars in action against some of the short Frazers and Lancias and in particular the performance put up by the large 8-litre Bentleys was praiseworthy. The excellent stage managing of the event was notable, such small things as rain being taken in their stride. At a preliminary placing at the end of this section it was good news to hear that Charles Elphinstone was well within the first fifteen, no small feat with a long chassis 4½.

Following the afternoon tests most com-

petitors gave best to the rain and retired for a few hours in bed. Later in the evening most of the Lagonda fraternity, together with several members of the promoting club, met in the bar of the Sussex and a convivial evening began on the usual lines—beer and motors. However, two carloads of the "roving type" set out to try the beer at Pevensey, which was indeed up to standard! On the return journey a remarkable high "touring" speed was set by Bob Wright and the car following him was rewarded with the sight of him backing gingerly away from Pevensey Castle, which had somehow got in his way! and so to bed.

### Bo-peep Hill at Firle

Sunday dawned with the prospect of a couple of climbs up Bo-peep, but the weather again stepped in and the rain was such that it appeared possible that the hill itself might be washed away. Nevertheless the clubs organisation, despite the most appalling conditions, got the competitors marshalled and ready only a little behind the advertised time, and on seeing this, the rain realised that it was beat and packed in, the rest of the day being sunny albeit a little windy.

With the improved conditions the police team, from the safety of their saloon cars, quit laughing at the open cars being baled out and everyone got down to the hill in earnest. First man up—Fisher, first car up not Fishers' as the last part of the hill unfortunately proved too much for the 11.1, even in reverse. From then onwards some very creditable climbs were made belying the venerable age of many of the vehicles, noteworthy were the efforts of Sgt. Teer in a Riley, John Vessey in a Lambda and Godsal in a 4½-Bentley. However, when the afternoons' runs had been decided the news that Bob Wright, with a beautifully judged climb, had clipped two seconds off the fastest time of the day by Godsal at 36.2 seconds, filled the Lagonda camp with considerable rejoicing.

At the end of the climbs the happy "Ralliers," with the threat of more rain, dispersed rapidly. The Lagonda group rendezvous-ing at the "George" at Crawley for



an evening meal and the odd jug, sitting down fourteen strong, busily explaining to each other why we had not done better, except Bob Wright who appeared pleased to buy more than his share of beer for *some* reason.

Thus ended a very successful Rally, noteworthy for the very high standard of organisation on the part of our hosts and one cannot but feel that a rally such as this, open only in the main to the older mark of

car, is of considerable value both to the prestige of these cars and to motoring in general. This rally demanded nothing more than a high standard of maintenance plus reasonable driving skill, but yet managed to provide an excellent medium for a mild form of competition for owners of cars many of which have to be used daily in the normal course of business.

S. C. R-W.

## NORTHERN NOTES

There has been some difficulty in establishing communication between these parts and the Editor, but the way is now clear and the north is in print. The Northern Secretary was inclined to the view that the Editor could not read, and the Editor was firmly convinced that the North Sec. could not write; and as the Editor was probably at a school more recently, and has the last word anyway, the North Sec. can only accept the Editors' decision with a good grace and borrow a typewriter.

Bad weather spoilt our first rendezvous at Markham Moor. Elliot took time off from driving aeroplanes to try and learn some Lagonda lore. Hibbert, Vessey and others were at the races and got more wet outside than internal damping alone would correct, and had to dash for home and dry clothes; while the North Sec. was almost snowbound in the heights above Ilkley trying to arrange a treasure-hunt.

The turn out for this was disappointing, though the policy still holds—we don't want to dragoon people. The author would, however, have appreciated a wider public for his (extremely) blank verse. Sandars came all the way from North Wales in a beautiful 3½-litre which, with Hibbert's very smart S/C 2-litre, made the North Secretarial waggon look rather dingy.

Two members are now driving Bentleys but neither went up Mary's Leg.

Lake is moving South: not because he doesn't like it up here, but because they *need* his northern competence and efficiency down there. Also he will be handy for Silverstone where he hopes to meet old friends.

Begley having, with great artistry, assembled a Cozette out of a box full of bits, is now fitting this to make his car pull its 4-1 axle.

Vessey is happy with a 2-litre once more in his garage. It has no body as yet, but one will be fitted: only from convention of course, we northerners are tough and can stand the weather, but small boys giggle if they see you on a bare chassis with soap-box seat.

We saw an autocycle climb Greenhow Hill (2½ miles of 1 in 7) the other day at 20 miles an hour: it was on the running board of a 2-litre.

Congratulations to Hibbert on winning the Southern Trophy. Excellent reports reach us of the organisation of that Rally.

Our own effort is now to be held near Bawtry, with a party afterwards at the "Bull-i'-th'-Thorn", Hurdlow. We have arranged for facilities for feeding and a fine day, and we hope you will all come.

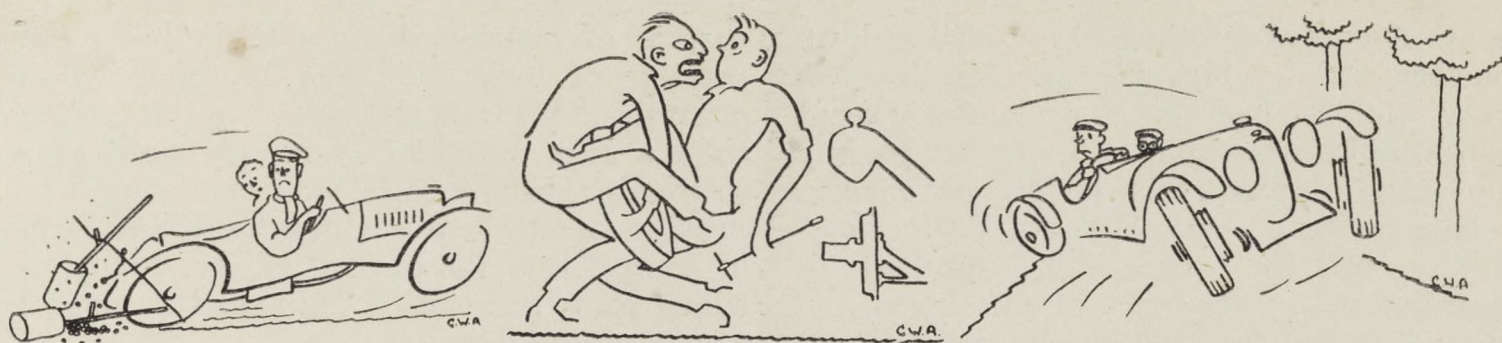
We have decided to supply all headmasters and headmistresses with a fixture-list; for the second time Archbell's daughter's half-term co-incides with a Register event.

We apologise to members nearer the North Pole than ourselves for not yet having arranged anything in their area. We will be very glad to hear from anyone with ideas for a rendezvous in a so far, undeveloped territory.

D. H. COATES.

Hull Farm, Swine,      *North Hon. Secretary.*  
Nr. Hull, E. Yorks.  
Tel.: Hull Central 14698.





## THE SOUTHERN RALLY

If Wilbur Gunn could have been present in the flesh (as he undoubtedly was in spirit) at Milford on the 21st April, he would surely have felt that his emigration from Lagonda creek had not been in vain. Nevertheless, his gratification at the splendid technicolour assemblage of Lagondas would have been no more intense than that of the organisers who, whitewash brush in hand, pondered with equal trepidation the weather prospects and the fallibility of the organisation. Both (thanks to Messrs. Bosworth, Gabb, King and Jupiter Pluvius) were above criticism.

The main part of the day's programme was comprised of seven driving-skill tests designed to afford equal opportunities to all types of Lagondas. Cars were summoned from the Competitors Car Park by a Regal Voice, horribly amplified, and despatched to Test No. 1.

For this rather sadistic introduction the intrepid driver, efficiently blindfolded, steered a tortuous path through a form-fitting chicane and down a twenty-yard straight on the instructions of a frequently trepid passenger. Ponsford-Jones opened the course, followed by Sutton and Willis, all somewhat over cautious, and then Bartleet (2-litre) took courage, put his foot down and managed 75 secs. This time was beaten only by Rees (16/80) with a confident 72 secs. and Hibbert (2-litre s/c.) and Michael (4½-litre) who tied with 73.8 secs. Clark (2-litre) approached the first barrier cautiously, paused before it in thought for some seconds and then, egged on by his passenger, flattened some six feet of it. Others managed to hit both barriers,

but none with quite such dignity and deliberation.

After all that Test 2 was a great relief. It involved competitors in a "Le Mans" start, brisk acceleration (well, there were some "4½'s") round a left-hand bend and a sudden halt beside an improvised curb. Neatness of parking as well as time entered into the results. Two things were quickly apparent: firstly, more haste less parking and secondly, few of our members are really sprightly on their poor old feet. Outstandingly neat and controlled were Heatley (16/80) with 26 points and Hibbert with 27.2. No one else cracked 30, but Williams and Poulton were excellent with 32 points each. Some naughty folk clouted the curb and with others the front and rear wheels refused to co-operate.

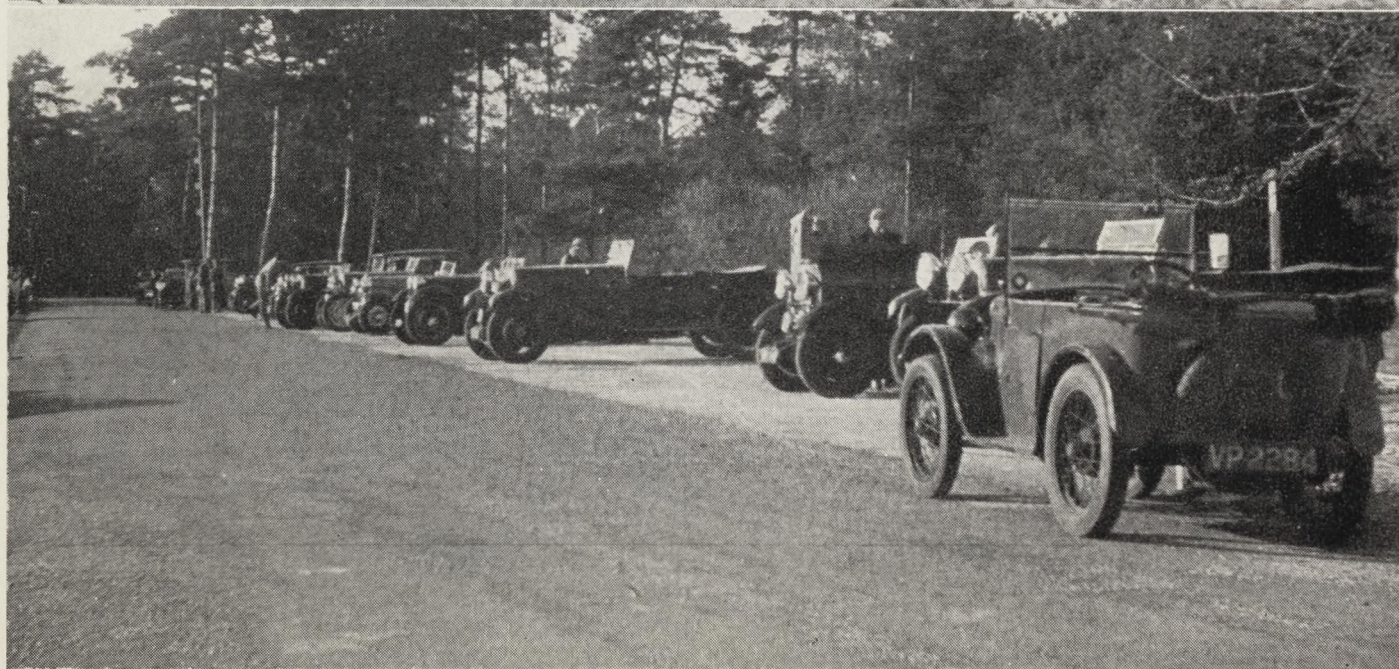
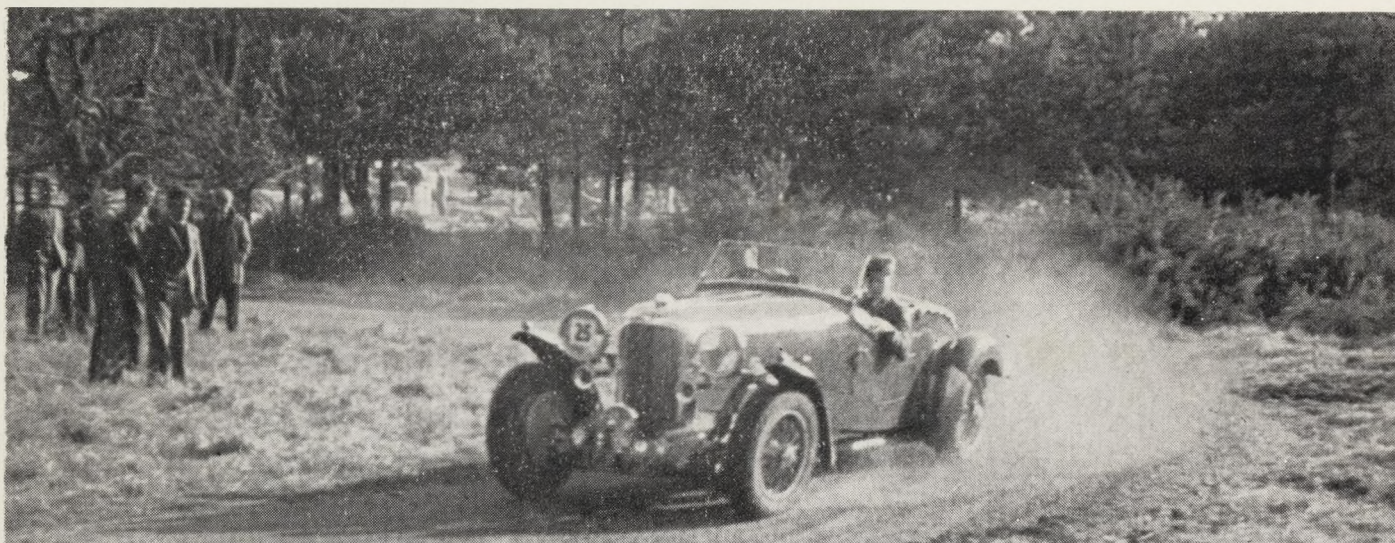
Test 3 was highly ingenious. A series of skittles, arranged seemingly at random on a straight stretch of road, had to be flattened in the shortest possible time. No reversing was allowed. Taylor (2-litre) established an early lead with 17.4 points but was beaten by Clark, who had been practising this in Test 1, with 17.2 and Heatley, who had practised even harder, got down to 16.6. This seemed unbeatable until Michael, choosing to write off the marks lost for omitting three skittles, stuck his foot hard down and streaked up the course scattering the remainder far and wide: a manoeuvre which paid dividends, for his score was 14.4. Mrs. Fisher twirled virgorously in her "11.9" but was slower than she looked.

For Test 4 contestants accelerated for some twenty yards, swung right and stopped





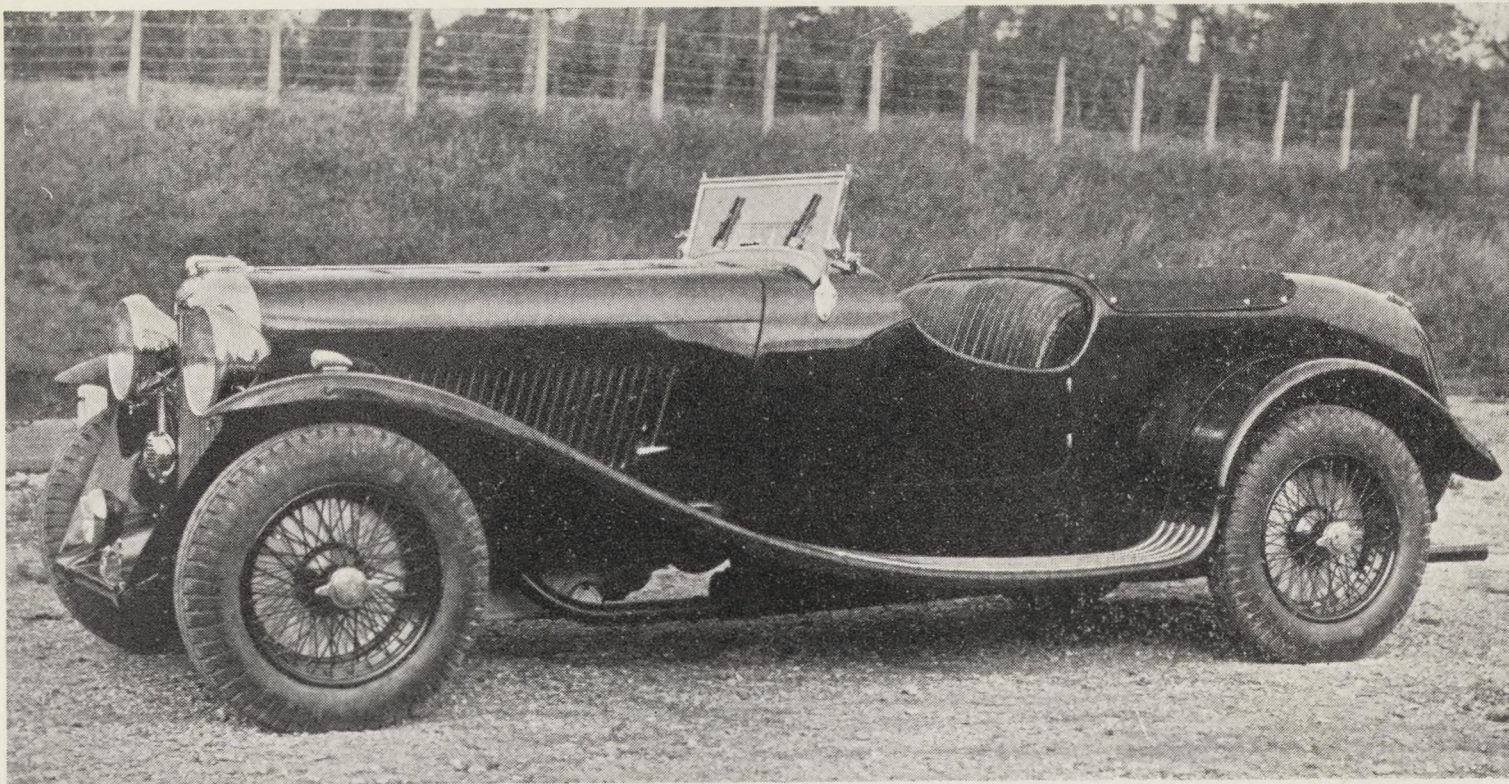
*The "Gaulieter" of Hindhead! Southern Rally, April 21, 1951.*



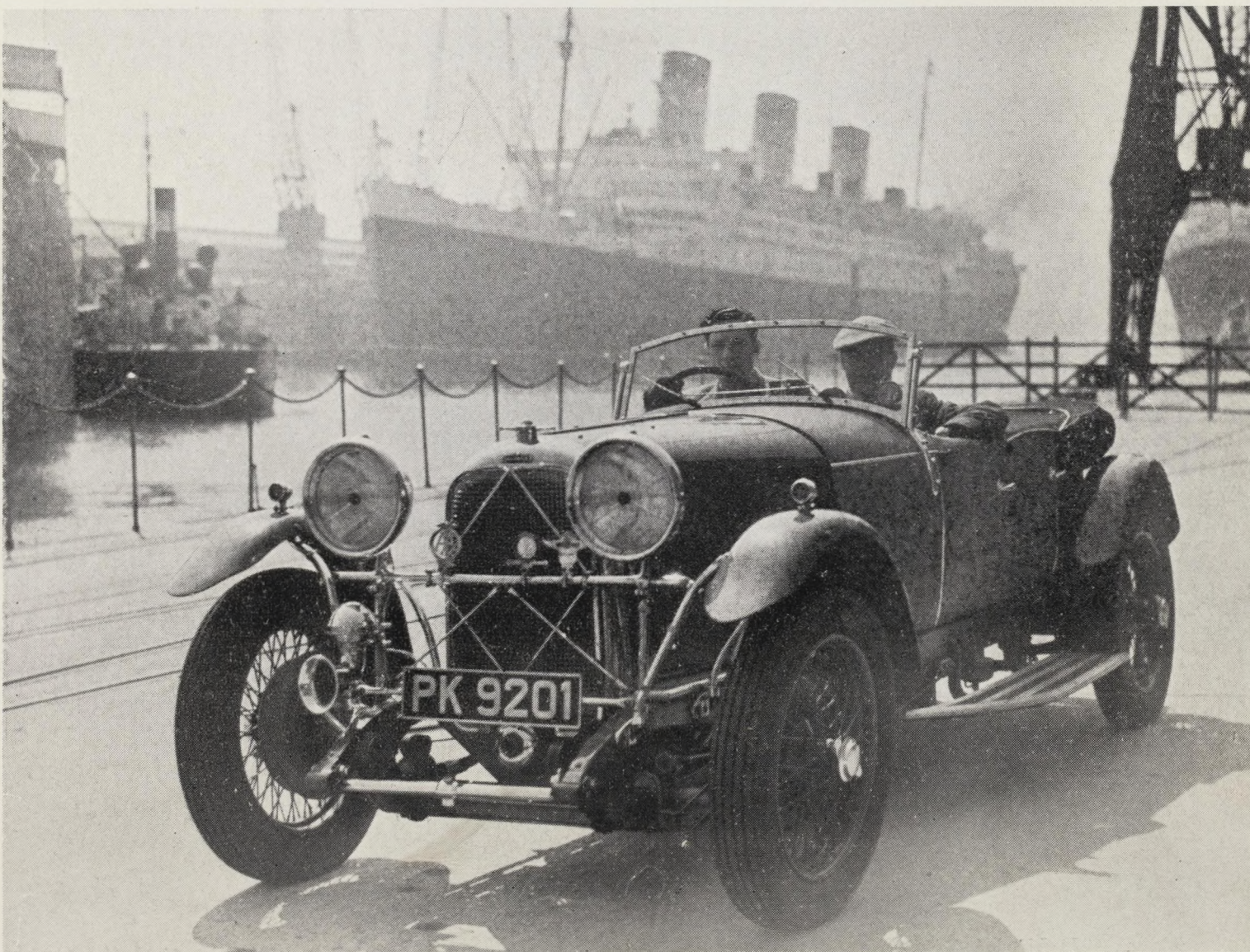
*Top—"Bob" Wright making F.T.D. in Test 7. Southern Rally.*

*Bottom—Competitors' Car Park, Southern Rally.*





*The Tourist Trophy Replica 4½-litre Lagonda (by courtesy of E. D. Abbot Ltd., Farnham, Surrey).*

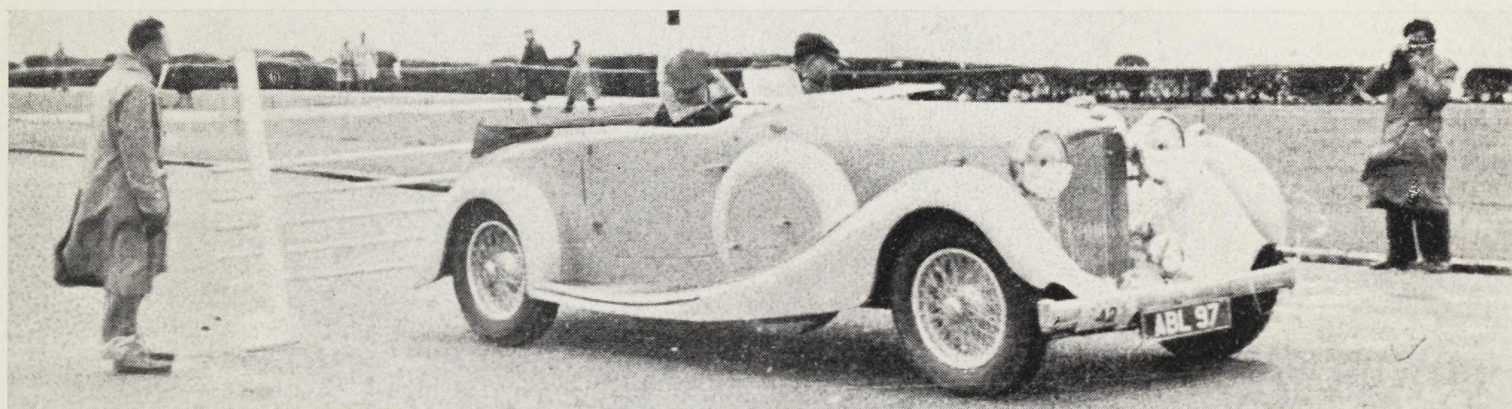


*The 1929 Le Mans 2-litre of F. S. Prince.*





*A. J. Fisher and the 11.1. B.D.C. Eastbourne Rally.*

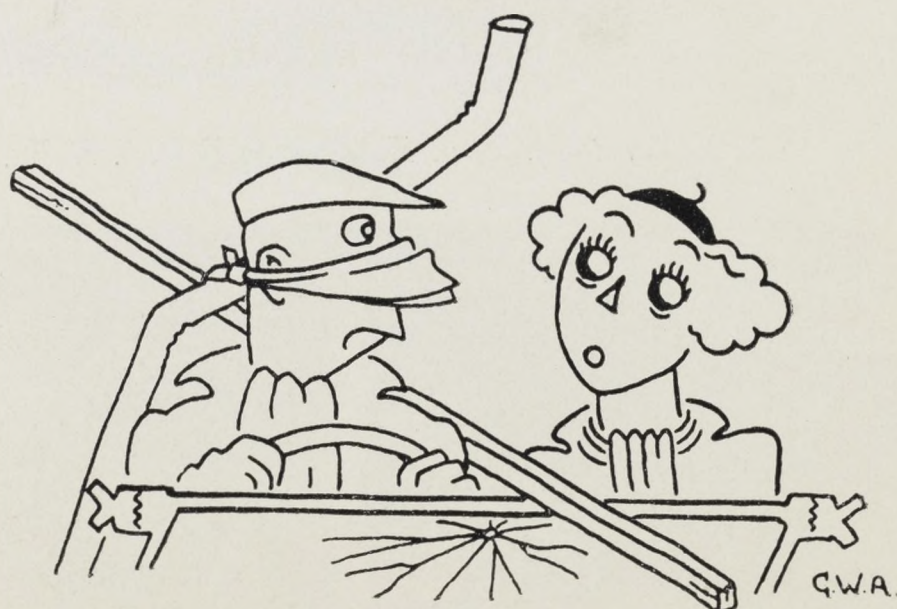


*L. Leo on the front at Eastbourne B.D.C. Rally.*



*Steward Kerridge and Chief Marshal Gabb inspect the course. Southern Rally, April 21, 1951.*







touching a horizontal rod ; reversed to touch a similar rod, then scurried back to the starting line. Few had trouble here as the rods, being springy were not too easily dislodged. Whetham (2-litre saloon), handicapped by poor visibility, dislodged one, and Noble, driving Mrs. Russell's 2-litre with the owner as passenger, hooked a rod to his spare wheel mounting and drove away, whereupon all was confusion. Fastest time went to Sanders (3-litre) who was neat and confident, taking 29 secs., with Heatley and Freeman-Wright (4½-litre) close runners-up in 29.4 secs.

Test 5 was excellent value for the spectators. Cars were stopped astride a line, a wheel removed, trundled round the car and replaced, whereupon the exhausted crew remounted and sped to the finishing line. Some people arrived with hub-caps so pre-loosened that a copper clout seemed superfluous, there were the inevitable misunderstandings about who was doing what and when, and some wonderfully agricultural lifting devices were snatched from the oblivion of the tonneau. Sanders was so brisk, 60.6 secs. that one suspects him of being distressingly puncture-prone, and Roberts, 63.6 secs., and Rees, 65 secs. were almost as competent. At the other extreme Stratton (3-litre) and Whetham would gladly have left the whole business to one of those obliging gentlemen in yellow oil-skins. Taylor, all legs and hair, sprang smartly back into the seat of command and almost abandoned his passenger who struggled grimly with a huge hunk of iron machinery.

Test 6 was a garage test with the usual back and forth business in and out of four bays, and the customary oil drum bashing by those who require a timely cry of "right hand down, clot." Taylor atoned for his wheel-changing nonsense with a masterly 39.6 secs. and Collins was excellent in 41.4 secs. Mrs. Fisher looked most determined and showed that spouse Arthur need not fret over gate-post disease. Poulton's 2-litre made irregular crackling noises and appeared to suffer clutch-slip (or did he mean all those

revs ?) and Clark got into difficulties, as did Kennard with his saloon, but Whetham was excellent with the other saloon.

Test 7 was a speed trial with a loose surfaced S-bend and a slightly up-hill straight with two closely spaced drums marking the finish. Ponsford-Jones and Sutton set the ball rolling with good runs in 22.4 secs., which no one improved on until Taylor, cornering beautifully, clocked 21.4 secs. to be immediately eclipsed by Heatley's blown 16/80 with a rousing 20 secs. It seemed unlikely that anything but a "4½" would beat that and so it was. Michael was first of the "big bangers", but was over impulsive, slid badly on the first corner, several trees dodged hastily but not so one of the marker drums at the finishing line—time 19.6 secs. Freeman-Wright followed with the beautiful scarlet Rapide, was controlled but very fast on the "S", and took 17.2 secs.—fastest time. Elphinstone (4½-litre) then annexed second fastest in an impressive run of 19.2 secs. Leo, driving Fisher's 2-litre, suffered misfiring and Kennard's saloon had a slipping clutch. Cohen (3-litre), sliding quite a lot on the second bend, returned an excellent 22 secs., as did Whetham with his big saloon, and Stratton was good at 22.2 secs.

At the conclusion of the tests the thirty-three competitors and most of the spectators motored to "The Links" hotel, Liphook, where "sausage and mash" and ale were consumed amid the usual natter. Finally, Secretary Bosworth appeared with two large and complicated charts and announced the results, but the present writer was busily removing his speedometer, which had screamed in protest at the things done to it dealing with one of those queer new Rover objects, and missed them. However, it seems that Hibbert (2-litre) won by virtue of really consistent driving all day, and the rest of the results you can see below.

Thanks go to the officials of the meeting, Messrs. Goslett, Densham, King, Gabb, and Bosworth ; to the invaluable marshalls ; to competitors for their support and to the spectators for their encouragement.



## Results

### BEST PERFORMANCE

G. Hibbert (2-litre) ... 306.4 points

### CLASS A

(*Tri-cars*, 11.1's, 11.9's)

Mrs. Fisher (11.9) ... 421.8 points

### CLASS B

(2-litre, 16/80's)

A. C. Rees (16/80) ... 313.4 points

### Runner-up

G. P. Taylor (2-litre) ... 327.2 points

### CLASS C

(3 and 3½-litre)

G. S. Sanders (3-litre) ... 309.8 points

### CLASS D

(4½ and post-war 2½-litre)

C. S. Elphinstone

(4½-litre) 336 points

G. W. A.

## LETTERS TO THE EDITOR

Dear Sir,

When recently Hamish Moffat and myself were passing through Engelfield Green we thought to stop and look at the grave of Wilbur Gunn. Alas, his grave is in a very bad state of upkeep and needs to be rebuilt. I do not know if he has any surviving relatives in this country but in any case would it not be possible for the Lagonda organisations and the present company to do something about it? I do not anticipate that the cost would be over £4 or £5.

Yours sincerely,

22nd Feb., 1951

A. JEDDERE FISHER.

Dear Sir,

As you know there has always been a certain amount of gossip about the likeness between the inlet ports of the 2-litre engine and the tube Railway.

From time to time one has also heard of engines which have had this porting altered so that the carburetters were on top of the head. I personally, have never seen one of these engines so modified and have always taken it with rather a pinch of salt and looked upon it as an enthusiasts idea, but never in my wildest dreams considered that the works themselves had in fact produced such a head, however, I have been looking through a lot of old papers and have found a most disreputable copy of the Lagonda catalogue of March, 1930, on page 8A of which is a description of a motor car, which I have never

heard of. This is referred to as the Lagonda, 2-litre, Special and the description is as follows :—

“This model has been produced in addition to the 2-litre Speed Model to enable the Lagonda range to cater for the enthusiastic ‘open car motorists’ and the competition drivers who require the last ounce\* of efficiency. This car has been lightened very considerably and the engine power increased, giving an astonishingly high maximum performance. Available in chassis form or fitted with open four-seater body only. The chassis is priced at £555. The four-seater is priced at £720.”

There is a photograph of the car which is apparently exactly similar to the low-chassis 2-litre, speed tourer, which was priced at £720. There is also a small photograph of the engine, which believe it or not, has got two down draft carburetters bolted to the top of the head.

It is not a terribly good photograph and I would not be certain what carburetters they are, but I think they are “Solex” they are certainly not S.U.’s or Zenith.

I thought this little bit of news might be of interest, because although we all know about the 3-litre Special, there has never been much talk, that I have heard of anyway, of a 2-litre Special.

Yours sincerely,

9th April, 1951.

G. E. WALKER.

\*please note OUNCE, not TON !!



We include the following letter from Allerton C. Hickmott, of Hartford 15, Connecticut, U.S.A., because although it is addressed to Arthur Fisher, it arrived too late for inclusion in the last number of the late *Record* and in any case it shows that there is at least one genuine enthusiast for the "marque" in the "States."—ED.

Dear Mr. Fisher,

I am sending this letter to you because it is the result of many former thoughts and a few abortive attempts; also, because it is not necessarily confined to news from or about a member. I was one of the very early members of the Sports Car Club of America, ran a meeting or two—despite ignorance as to parliamentary procedure—and realise some of the problems, struggle and heartache that accompany the molding of enthusiasts into a cohesive unit. A club is always in danger of bursting its seams on account of cleavage in ambition of its membership.

As for me, I am all for the Pub Meet where I can get pensive over an extremely cold martini and brag about the smooth flanks, many pots, and colourful flash of my lady love—a Lagonda, of course. As a matter of fact, I was so careful of my beauty that I used to wonder from November to April if I would ever again get her out of third speed. She was temperamental, but she was exquisite. I have sent Mrs. Davies pictures of her, I am sure, so I will only say she was a 4½-litre Rapide, purchased new from the New York factory branch in 1940. The colour was blue-grey, and the red carpets so thick that I always wanted to take off my shoes. I sold her in 1950—and this is why. In West Hartford, Connecticut where I live, any English car (other than a Jaguar) must be driven 120 miles for service. It is possible to get a Ford completely rebuilt at the corner gas station—but an intelligent craftsman once spent half a day trying to figure out the wind-shield wiper mechanism on my Lagonda.

And then, one day a major job appeared.

I took the Lagonda in to the Lincoln service station to have an annoying skip remedied. Without going into the gruesome details, a pulling down of the motor revealed No. 2 piston badly warped. I'll say this, though. I had the new parts from England, air express, in eight days—and I would still be waiting for the same from Detroit! Well, the cylinder was sleeved, and the new piston put in—alas, fitted much too tight. I love English cars, and my Lagonda was the finest car I've ever enjoyed—but my stomach was never happy in the ten years I owned it. (I'd still buy another—if I could!).

Now about plugs—your \*8 *Record* page 5. I never found a decent plug for my Lagonda, despite two different shipments from Lodge and innumerable replacements of American ones, some hotter, some colder. Perhaps it is I. One of my insulting friends claims I abuse a car by not driving it fast enough—though when you can put your foot down in Connecticut puzzles me. I can leave my office and drive on a four-lane highway to New York with no stop lights—but the State Police here do not drive around in Pontiacs drinking coca-cola. One flash of P-100 lamps and they sidle innocently up to you and give you that look that says, "Go on. I dare you."

Well, cheers to your Club, and I want to keep up the association. If my credit appears reasonable, could you arrange to send me a car badge and a buttonhole badge—or if you prefer, advise me as to the cost, and I will remit in advance.

I do not care for the new Lagonda—but some day, somewhere, I'll find a reasonable replica of one of mine (I also had a 1939 drop-head), and I'll get that warm feeling down inside me, a soft look in my eye, and there I'll be.

Many thanks for keeping me on—and best of luck.

Sincerely yours,

5th Feb., 1951

ALLERTON C. HICKMOTT.



## IN PRAISE OF AN LG-45

As an ardent enthusiast of many years, but as a new member of the Lagonda Car Club, the following observations will probably play merry hell with argumentative constructions on sporting motoring at sundry "natter and noggins" to say nothing of the fraying of cap peaks; twitching of outsize moustachery or even disgusted disappearance of heads into the cowels of duffle coats.

Out of ten cars in ten years (including two Rolls Bentleys) all in 100 per cent. condition, I wouldn't swop my LG-45 coupe! I have derived great pleasure from two Riley Kestrels a Rover speed 20; a Jaguar, an SS-100; an Alvis 14 coupe; a 3½-Rolls Bentley and a 4¼ ditto; I have found nothing to give just that "something" that I derive from driving my "Lag". It has suspension which I find completely satisfying! acceleration as befits its capacity! top speed ample for British roads and combined with it, all that indefinable "heartyness" of the engine itself, quite apart from sundry "coo' lookerat" from the junior public; and nose against glassery from the "grown-ups."

For those who will say that a man who parts with a Rolls Bentley for a "Lag" defies rudery of criticism I will retire to the honourable gallery of "CLOTS" but please not without my LG-45. By the way just to cool the indignance of 2-litre owners, my second love is a frequent ride in the R.P.-Heatley 16/80 in which I often indulge; this wagon is becoming a veritable condensed "Forest Lycettian" in fact, if the Daimler Company realised the urge that it's gear box is having to contend with: it would literally suffer from "fluid on its flywheel."

With all good wishes to the Club and Register "Mag."

Sincerely,

PETER CAVANAGH.

## CULLED FROM THE CORRESPONDENCE

Ponsford-Jones (11), has sold his blown 2-litre and has acquired a 1930, 3-litre, fitted with a 21.6 h.p. Rolls Royce engine, quite a combination!! and very well converted. Now having two 2-litre's, one 3-litre and one 105 Talbot, he has had to buy a second-hand Mini-Motor for the back of his bicycle to go to work on! He mentions that he thought the Budget a bit of an anticlimax, hoping for a flat rate of £15. (The Editor was hoping for a £10 rate, what a hope!).

Ross (298), now has a four-seater body on his chassis. This was built by Modern Vehicle Constructors, of Reading, which may interest other owners of naked chassis frames.

I. Stevens, C.C., writes enquiring if anyone knows where he can obtain a water-impellor for his 16/80, or if any other make will fit in lieu.

## "Teutonic Turmoil"

Was willen ich tun, mit ein Zwei Litre Lag,  
Wenn der gear-box gerbreaks in mein handt.  
Wille ich pellen for Bentley, or Allard, or pray,  
Or a horse; und go back to der landt.

Verlieren der timing, verschtinken der oil  
Enkreisung der chassis mit wire,  
Verdammt der ignition, und schlicht all der  
tyres,  
Lieber Gott, now the brakes are on fire.

Mit schrauben und mutten, mit benzole und  
string,  
Und ein lustischer shri do we drive,  
Like Bonner und Bitzen, tho' the petrol tank  
splitzen,  
Wir siegens am todt, but we thrive.

"INTERLOPER."



## SPARES AND TECHNICAL TOPICS *by I. FORSHAW*

An opinion on the qualities of the 16/80 Lagonda is frequently asked, and on the reasons for the adverse criticism sometimes heard. This model has never commanded the same following or inspired the same enthusiasm as the 4-cylinder 2-litre, and it will be interesting to examine the reasons.

It should first be understood that the difference between the two cars centres largely on the engine, most other details of the 16/80 being identical with the last of the 2-litre 4-cylinder cars. The 4-cylinder double overhead camshaft engine was designed and built throughout in the Lagonda works and it is doubtful if any more handsome piece of motor engineering has ever been produced. In use, it had all the qualities traditionally associated with the best vintage cars; it was amazingly accessible and easy to maintain; it was most economical and efficient in spite of its tortuous porting; the power output was good and, of even greater importance, the performance was maintained over long periods; pulling a high final drive ratio it always worked well within its capacity. It was, however, a complicated and costly engine to produce and the economic slump of the early 1930's, coupled with the then popular demand for a 6-cylinder engine, caused the makers to cast around for an engine to meet changed conditions. The choice was the 6-cylinder, 15.7 h.p. Crossley, which had been giving satisfactory service in cars of that make for four years. To improve the performance the engine was suitably modified in manifolding, camshaft and other details; it is smooth, lively and hard-wearing but lacks the character and the delightful but indefinable feel of its predecessor. The performance approximates very closely to that of the earlier car but the engine seems to be wasteful and it is not easy to obtain better than 20 m.p.g.; the maker's difficulties here are reflected in the four different and, distinct induction arrangements which have been seen. But the price of the 2-litre car, always astonishing value for money, was now down to £595.

The 16/80 model began to depart from accepted vintage practice in the loss of the "solid" radiator, and in the fitting of smaller wheels with larger section tyres, pre-selector gear boxes and lower axle ratios; the last-named, perhaps, better suited to the 6-cylinder engine. Nevertheless, these cars carried some extremely fine body styles and many owners have had excellent service from them.

**Insurance.** Those suspecting extortion in the matter of insurance, or finding difficulty in obtaining the type of cover required, may obtain from me the names of two insurance brokers of repute with sympathy for the older and better cars.

**Tools and Manuals** must be returned promptly within whatever period of loan is prescribed, unless an extension be given. Obstruction to other members will be avoided and profanity and imprecation saved thereby.

**Rapier.** Capt. W. Cochran, 4 Command Workshops, R.E.M.E., Yorks., sends a deal of interesting and instructive paper matter relating to this model. He has recently carried out an extensive overhaul and will be glad to help others in any way he can.

**Maintenance.** G. A. Munton, Larchwood Farm, Seal Chart, Sevenoaks, Kent, has thoughtfully secured a supply of particularly fine grease guns with the K connector for the hexagonal nipples. They are available direct from him at the very low price of 8s. 6d. each.

**Chat.** I am always delighted when someone borrows the notes on the Hobson Telegauge—these are on House of Commons paper and lend a pleasing but wholly fictitious air of importance and pomposity.

The assembly of Lagondas at the Southern Rally would have warmed the aged cockles of Wilbur Gunn's heart. Amongst distant members were observed Vessey, Willis and Hibbert from Yorkshire, Tunstall, Behrene from Plymouth, George from Bromyard, Petrie-Hay from savage Tonfanau, Oliver—with two-years-old offspring—from Newport, Mon., and Clarke also from South Wales.



Hardy annual Spiller was missing, delayed by a leaking radiator—a garage man told him that a rare lot of Bentleys had passed that way. Great interest was added, especially in the acceleration test, by the presence of some really hairy 4½-litre cars, including Bob Wright's. Pearson's American friend, greatly in love with his Chevvy, has since been enquiring the price of a 4½—this had better not become generally known or, with petrol at its present price, he may be killed in the rush. Abel describes the tests as, great fun but very bad for the nervous system of a novice; he will prescribe a sedative for himself before the next event. Apologies are offered to those whom we had hoped to meet but who were lost in the throng—Standley suggests a "Citizen's Advice Bureau Test" for this department. Not the least delightful side of these affairs is the pleasure of meeting those with whom we have corresponded; it is extraordinary how the mind conjures up a mental picture of the writer of a letter and even more remarkable how unlike this the physical usually proves to be!

John Goslett has bought a high chassis tourer but Goslett père is temporarily in the bicycle class through marrying off his daughter. On the other hand a growing family is causing Standley to ponder the possibilities of joint ownership of a Lagonda with another similarly situated, "floating tinware" to be maintained for preservation of domestic bliss. Hearty congratulations to Peter and Mrs. Densham on the birth of a daughter, and to Alan and Mrs. Audsley on a similar accomplishment. Audsley has a spare gear box giving the following speeds—top, noisy, noisier, noisiest. Many others have such boxes fitted in their cars.

Graham describes his magneto as a most hygroscopic creature, and any considerable journey is prefaced by a warming ritual to remove surplus moisture. Coates is dicing day and night with his Massey-Harris tractor to make up bad weather farming delays; he has rebuilt his supercharger and is making the walls flinch in various North country events. A blower has also

been restored to Begley's car and teething troubles are being ironed out.

Austin's report that in 1910 one car was a weeks work for 104 men; in 1926 for sixteen; in 1946 for eight; in 1951 for six. The heading is "Progress", and to that I need only add a question mark.

Geoffrey Powell complains of "the abandoned behaviour" of his car after recent extensive overhauls, but enquiry reveals little seriously wrong. Jacobs has finished his overhaul and to his indescribable relief the engine still runs. Lake destroys a driving shaft Hardy, coupling far from home and the Spares Register performs its most lightning feat of assistance to date. Sercks have re-cored Orton's radiator for £13 and his boiling problems have vanished; he has now borrowed the thermostat modification to make his engine sufficiently hot! There has been the usual crop of troubles but comfort may be drawn from the post-war cars choking every garage.

The irrepressible Tweedie-Walker feverishly prepares for another Silverstone tour and will "do something about his exhaust camshaft" if only we can have a dry day—the set screws locating the bearings appear to have only the remotest idea of their proper duties. His radiator, he says, is so choked with undergrowth that its centre must be one of the driest places in the country! Water consumption is 10 m.p.g. and he is frequently mistaken for a steamer.

Several members chide me gently for my recent observations on vintage maximum speeds but in this matter I stand firm. It has always been the way of manufacturers to mislead the public in this respect by the fitting of flattering instruments—accuracy would militate against the reputation and sales of the car. Owners are willing dupes for they like to think that they are travelling a great deal faster than is really the case. Exceptional cars may be presented for road tests and for reasons of their own the motor-ing journals may like to put the car in its best colours. It is an exceptional 2-litre which will comfortably exceed 70 m.p.h. and the supercharged car will probably prove



10-12 m.p.h. faster. And in view of its character and adverse power/weight ratio it would not be reasonable to expect more. The peculiar charm of the 2-litre lies not in flashing acceleration and high maximum speed, but in its ability to cover long distances tirelessly at a high cruising speed.

Much sympathy is extended to Butler, chafing in hospital in Ireland with a rupture caused, unhappily, by swinging his car. He demonstrated his 2-litre to the owner of a Japanese admiral but could not decide whether this person was impressed or merely terrified. Crossman has been hit in the back in the Mersey Tunnel, of all places, and his spare wheel carrier is wrecked. Audsley's counterblast to rising costs is to use cars on alternate weeks with Holt, another member employed by the same concern.

Hall's family has unkindly dubbed his 1927 2-litre "Hesperus", but enthusiasm is undaunted; he describes his front wheel geometry as "terribly bow-legged". Bartleet's car is affectionately known as the "Hip Bath". Tyler complains of his isolation—motorists thereabouts being of the golliwog in the rear window pattern. Mrs. Letcher keeps youthful by sharing a 2-litre with her son, and much work is toward. Broome reports a 40 m.p.h. average London-Manchester, including stops, which is motor-ing indeed. Cohen appears to have decided against Ethiopia, since he was observed disporting himself at the Rally.

Pritchard hopes for some sort of meeting in the West Country but members are sparse; an Awful Thing has happened to his water pump but basic education is not complete without this experience. Hartop also overhauls his pump and runs on thermo siphon at about 90° whilst the work is done. An 11.9 is used for pulling things on a Cornish farm—it is believed that the owner would sell cheaply or exchange for anything useful. Details from me. Collins has a number of little warships reconditioning at Poole and combines visits of inspection with matters Lagondic.

Unsolicited testimonial in the orthodox style from a non-member—"I must con-

gratulate you on your magnificent service to Lagonda users. I am a member of several clubs but this beats the lot". Now I know that people really do write those things, and that C. H. (Glasgow) is a living person.

Page begins a general overhaul prior to his Continental tour; his twenty-year-old engine has never been rebored. Taylor writes enthusiastically of Newton shock absorbers recently fitted. Venning, Tetley, Page and Hall have all been in trouble with rear hub splines, in all cases apparently as a result of the failure of earlier owners to keep the hub nuts tight. In Ireland, Mrs. Frazer achieves the phenomenon known as "two gears at once", but husband's presence prevents catastrophe. Walther has replaced his propeller shaft and disposed of a most unpleasant vibration period. Lyne writes for help over "a little second gear trouble"—unfortunately, second gear trouble is not nearly so little as it used to be.

Heatley is competing in various events but longs for the 200-odd B.H.P. promised from his new engine. Yorkshire is becoming a Rapier stronghold but Fuller's wife strongly objects to large parts of his car decorating their lounge. Anderson, a new member, has a 1,000 c.c. runabout of his own construction. MacIver, posted to Egypt, will drive his car out via Jugo-Slavia, Greece, Turkey and Syria. Political question—will he arrive before a further dismal chapter of craven foreign policy has been written?

Sutton describes the Festival Car Badge as "purposeless decorative trash." Fisher's hieroglyphic letters are written either in trains or law courts, as opportunity offers—as one who must have hush for concentration I am lost in admiration. And finally, Petrie-Hay contrives measles to secure sick leave, spent half under his car and half flying his aeroplane about the country. Is he the possessor of those untapped assets of which we hear so much—Mr. Gaitskell please note for guidance in the preparation of future Budgets! If any.

The foregoing contributed by I. FORSHAW, to whom all correspondence on spares and technical matters should be addressed.



# CHANGES TO THE REGISTER

1st FEBRUARY, 1951 TO 1st MAY, 1951

## New Members

323	BXH50	D11238	D2988	4/35	Rapier T	Capt. W. COCHRANE, 4 Lascelles Lane, Northallerton, Yorks.
324	CPF399	Z11388	35Z/176	1935	3½-lire T	G. S. Sanders, Cobblers Close, Farnham Royal, Bucks.
325	YV1621	OH8958	OH703	3/28	T	Dr. J. HENDRIE, Brandon House, Ibrox- holm Oval, Glasgow, S.W.7.
326	YY7680	S10291	2039	12/32	16/80 sal.	G. HUFFADINE, 83 Corporation St. W., Walsall, Staffs.
327	OJ7007	S10279	2023	2/33	16/80 2 dr. sal.	S. R. HENRY, 7 Cavendish Mansions, Mill Lane, N.W.6.
328	PG7799	OH9637	OH1381	4/31	T	F. R. BADEN-POWELL, Stone End, Hinksey Hill, Oxford.
329	DUD698	? ?	OH1515	1931	T	C. E. LYNE, 28 Carlton Road, East Sheen, London, S.W.14.
330	GW2262	OH9899	1647	2/32	T	N. S. BROOME, 94 Werneth Hall Road, Oldham, Lancashire.
331	BPK811	D11030	2780	1935	Rapier sal.	J. P. SARGEANT, Wayside, Warfield, Bracknell, Berks.
332	OW777	Z9997	Z1746	10/31	3-litre sal.	M. F. KENNARD, 29 St. Edmonds Ct., Regents Park, N.W.8.
333	KA7214	8704	OH449	4/27	T	J. H. R. PASTON-GREEN, 2 Cannon Place, Hampstead, N.W.3.
334	UF6019	9470	1245	3/30	T	L. B. OLLIER, 42 Conduit Street, Tint- wistle, Cheshire.
335	MG2922	S10549	2298	1/34	2-str. 16/80	A. R. L. ABEL, 48 Harley Street, London, W.1.
336	ETV199	8733	S5203	Rebuilt 1938	T 16/80	A. W. DAKER, 106 West Street, Boston, Lincs.

## Change of Owners

Serial	2 becomes	E. S. LIMPUS, Flat 10, Beaconsfield, 44 Ewell Road, Surbiton.
„	203	„ A. H. GREIG, 5 Alleyn Park, West Dulwich, London, S.E.21.
„	247	„ D. GREG, "Ashleigh," Finchdean Road, Rowlands Castle, Hants. (Ex. N.O.M.).
„	80	„ S/Ldr. G. A. L. ELLIOT, Beck Isle, Pickering, Yorks.
„	266	„ F. M. WOOLLARD, Shenley Mill Farm, Calverston, Wolverton.
„	262	„ S. BROADHEAD, 2 Newnham House, Manor Fields, Putney, S.W.15.
„	194	„ H. A. TYLER, 44 Alfred Street, Sutton-in-Ashfield, Notts.



Serial 147 becomes W. J. B. ANDERSON, Cherry Tree Cottage, Broad Oak, Nr. Rye, Sussex.  
 „ 131 „ H. BROMHEAD, Jnr., 27 Sandwich Road, Eccles, Lancs.  
 „ 137 „ I. C. MORTON, Holmhurst, Hinton Wood Avenue, Highcliffe, Hants.  
 „ 271 „ T. K. CRUMBIE, Tall Trees, Theddingworth, Nr. Rugby.  
 „ 110 „ Major C. P. McILVENNA, c/o R.A.C., Pall Mall, London, S.W.1

#### New Non-Owner Members

A. L. CURRY ... ... Dugmore Farm House, Gt. Cressingham, Thetford, Norfolk.  
 (Ex 266).  
 A. C. EDDELL ... ... 128 Craiglea Drive, Edinburgh. (Ex 171).  
 S/Ldr. P. C. FARNES ... 253 Brighton Road, Worthing, Sussex. (Ex 80).  
 Major R. DICKENSON, R.U.R. Officers' Mess, R.A.P.C. Training Centre, Devizes, Wilts.  
 (Ex 247).  
 H. J. GIBBINS ... ... Penta-Acre, Home Farm Road, Rickmansworth, Herts.  
 Major W. J. MELLORS ... Military College of Science, Shrivenham. (Ex 262).  
 A. J. BUXTON ... ... 41 Westcombe Park Road, Blackheath, S.E.3. (Ex 147).  
 D. W. MATHESON ... ... 700 Bolton Road, Pendlebury, Lancs. (Ex 131).  
 J. LLOYD ... ... The Old Stables, Wick Hall, Abingdon-on-Thames.  
 J. B. NOBLE ... ... Two Brewers, Ongar, Essex.

#### Changes of Address

187 B. E. TREGANNOVAN, The Old Rectory, South Perrott, Beaminster, Dorset.  
 242 E. HARDING, 2 Langbourne Avenue, Holly Lodge, Highgate, N.6.  
 157 B. R. VENNING, Longdene Lodge, Haslemere, Surrey.  
 48 K. STARK, Cliff Lodge, Little Orme, Llandudno.  
 84 Major J. N. HEARN, R.A., c/o Lloyds Bank Ltd., 6 Pall Mall, S.W.1.  
 289 O. H. SENOGLES, 349 Ormskirk Road, Pemberton, Wigan, Lancs.  
 220 W/Cdr. P. R. M. WILLIAMS, Cloister Cottage, Speldhurst, Nr. Tunbridge Wells.  
 221 D. B. SMITH, c/o Folland Aircraft Ltd., Hamble, Hants.  
 3 P. S. FIELD, Briar House, Quarry Road East, Heswall, Cheshire.  
 229 A. W. JACOBS, Corner Cottage, Creek Road, East Molesey, Surrey.  
 88 Major N. J. ARMITAGE, 25 Sussex Road, Carshalton Beeches, Surrey.  
 252 Dr. L. B. COHEN, Upton Hospital, Slough, Bucks.  
 167 J. M. WILLIS, 33 Devonshire Crescent, Mill Hill East, London, N.W.7.

#### Alterations to the Register

Serial 222 should read :—

PJ7977 S10196 S1946 8/32 T 16/80 M.G. Pye.

Serial 203 Registration number should be GX2662.

Serial 298 is now a 4-str. Tourer.



# LAGONDA CAR CLUB

## NEW MEMBERS

F. BRENCHELY,  
16 St. Brides Close,  
Magor, Newport.

1932 2 T.

Mrs. D. CHAMPNISS,  
The Paddocks,  
Northolt Road, Harrow.

1950 2.6

H. T. CLASPER,  
3, Hashells, Bournemouth Road,  
Lyndhurst, Hants.

1930 2 T.

W. G. CHESTER,  
County Hotel,  
Stornoway, Isle of Lewis.

1934 3

P. CAVANAGH,  
Greenways, Crofton Lane,  
Orpington, Kent.

1937 L.G.45

M. H. T. COOKE,  
Badgers Hollow, Peperharow Road,  
Godalming Road, Surrey.

1930 2

Lt.-Cdr. K. DOUGLAS MORRIS, R.N.,  
10, Carew Road,  
Northwood, Middx.

1950 2.6

D. H. DREW,  
8, Wroughton Terrace,  
Hendon.

1932 2 T

C. J. MILNER,  
112, Banbury Road,  
Oxford.

1935 Rapier

L. B. OLLIER,  
42, Conduit Street,  
Tintwhistle, Cheshire.

1930 2 T

G. B. PILKINGTON,  
Whinfield,  
Pannal Ash Road, Harrogate.

1939 4½ R

R. H. PINDER,  
101 Thorpe Road,  
Peterborough.

Assoc.

A. PALMER,  
5 Regent Street,  
Runcorn.

1927 2 T

J. F. RUSSELL,  
41 Salisbury Road,  
Leigh-on-Sea.

1932 2 TC

R. M. E. SMITH,  
32 Lynton Road,  
Peterborough.

Assoc.

V. J. SIMPSON,  
Roselynn, Prince Road,  
Nr. Poynton, Cheshire.

1934 2 S

G. A. WATTS,  
Thoreau, Brook Street,  
Dedham, Colchester.

1932 2 T

V. EDWARDS,  
Azile House,  
Lewknor.

1932 2 TB

## CARS FOR SALE

2/1 2-litre O.H. Speed Model, reg. 10/33,  
engine in very good condition, bodywork  
fair. Owner going overseas.—J. W.  
WRIGHT (190), 29 Murray Road, Wimb-  
ledon, S.W.19.

2/2 3-litre tourer, 1933.—Dr. L. B. COHEN  
(252), 7 Grove Hall Court, St. Johns'  
Wood, London.

2/3 2-litre saloon, 1930.—E. DAVIS (185A),  
4 Morgan Road, Reading.

2/4 2-litre Weymann Saloon, 1928. £150 or  
thereabouts.—ANGUS KER, South Cot-  
tage, 2 Gores Lane, Formby, Lincs.



