



No. 4

December 1951

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THE LAGONDA CLUB

Hon. Sec. : A. K. AUDSLEY,
Greenways,
Hedgerley Lane,
Gerrards Cross.

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

EDITORIAL

In many ways, it is a confounded nuisance that the Clubs have united, for, apart from causing the Editor to dismount from his pet hobby-horse, it has meant a certain amount of upheaval in the layout of *THE LAGONDA* ! That beautifully spaced page one now loses its character, and the dignified cover begins to look a trifle bare without the badges. No, we shall always consider that our No. 1 was ideal, but—one must either go forward or lose ground—so on we go ! One innovation in this issue is the advertisements. We should be grateful if any member who has sufficient authority in his business to sway a little support in this way to our pages will do so, and we should like to thank those who have already done so.

The reason is not far to seek. As the Editor pointed out at the A.G.M's., the costs of printing are steadily rising, and in order to offset some of this burden, we are

asking for this support, and we trust that members will endeavour in turn to support the advertisers.

It is more than likely that in order to lessen the load on the Editorial Staff, we shall have to co-opt more helpers, and members Kennard and Lloyd, who have both the technical knowledge and the business contacts, have offered their services. If, however, any change of address for "copy", etc., is necessary, all members will be notified by circular.

Time flies, it seems scarcely a year since we last wrote a Christmas editorial, and we should like to join all the officials of the Club in wishing members of the Club, all Lagonda owners, and enthusiasts a Happy Christmas and a Prosperous New Year, and can we hope that the £10 tax will be our presents for next year ?

COMING EVENTS

Please note that there will be no meeting on the last Tuesday of December and the first Tuesday meetings will not begin until February.

5TH FEB. "First Tuesday", Woolpack Inn, Coggeshall, Essex.

26TH FEB. "Last Tuesday", Coach and Horses, Croxley Green.

1ST/2ND MARCH. 24-hour Rally.

PROSPECTIVE PROGRAMME

FEBRUARY	Second winter film show.
24TH MAY	Southern Rally.
7TH JUNE	Eight Clubs Silverstone.
28TH JUNE	Northern Rally.
21ST SEPT.	A.G.M. and Concours.

MISCELLANY

"Air Chief Marshal Sir Alec Coryton, who gave the King flying lessons is leaving his Ministry of Supply position as Chief Executive, Guided Weapons, to join the Board of the Bristol Aeroplane Co. He will be managing director of the company's engine division.

Sir Alec retired from the R.A.F. in May, but continued as a civilian in his Ministry of Supply appointment. In February, he visited the rocket range at Woomera, Australia.

Daily Telegraph and Morning Post
25th October, 1951

* * *

Rexford-Welsh, undeterred by non-delivery of sub-contracted parts for his model 3-litre engine, has produced a scale 3-litre chassis, which is a joy to behold. So busy has he been on this, that he has neglected to write anything for this issue of THE LAGONDA, maybe the engine parts will now come to hand.

* * *

The Editor, we hear, is still living in his caravan at Brentwood, but is being dogged by Sanitary Inspectors and the like, and has already moved twice—didn't the gypsies just turn the wheels?—perhaps his wont! It is reported that there is no noticeable increase in his grubby looks, but his excuse that *all* his shirts are ex-R.A.F. will not wash!

* * *

Christmas Quiz

My First is quite noisy,
My Second is bare,
For my Third, seek at Feltham,
What Vantage is there?
My Fourth is long legged,
My Fifth is reversed,
My Last hope on life is
The Whole must be nursed.

Answer in our March issue.

When, at the Bentley Hill Climb at Firle, Peter Cavanagh's L.G. 6 was making rumbings abdominal, the experts were taken out to identify the trouble. Someone suggested a big end, another tappets and yet another the timing chain, but a wag in the background firmly declared it to be "the noise of them all".

* * *

T. H. Wareham, Hay Wood Cottage, Five Ways, Hatton, Nr. Warwick has it in mind to organise something for the Midland members. If in fact you do not want to meet other Lagondas in the area all you now have to do is "Nothing" and that's just what will happen. If, on the other hand, you do want to meet other Lagondas it is up to you to write to Wareham and tell him so. Please tell him also whether you just want to meet and look, whether you like the "treasure hunt" type of event, the main road regularity test or sterner stuff. Also whether you like Saturday or Sunday events and, most important of all, whether you will sometimes be able to help. No need to write a long letter. Just a post card is all that will be required. Above all, do not frighten away his good intentions by asking questions so that he has to write lots of answers!

* * *

Various suggestions have been made for a new badge, and it was decided at a recent committee meeting that a competition be held. The idea is that the badge should incorporate some traditional Lagonda emblem or design, as for instance, the design on this magazine, which is a radiator badge. Would members send in their designs, which should be full-size, to the Hon. Sec. by 31st January, 1952, the prize for the winning design to be a free badge!

* * *

The Editor wishes to express his regret for not acknowledging some letters at all, and for being some weeks before replying to others. This is being attended to in future—so please don't stop writing!

THE IMPRESSIONS OF A LEARNER RACING DRIVER

Like most motoring matters that count, the question of my driving in a race was first raised at the "Folly" after a Silverstone meeting. To be exact it was after the Eight Clubs, when a party of Lagondophiles were discussing the possibility of getting more Lags into thi racing caper when Arthur Fisher virtually detailed me to enter as a member of a Lagonda team in the relay at the Aston Martin Owners' Silverstone. I raised doubts, I hedged, I pleaded inexperience, but all to no avail I would receive an entry form, and what is more I would complete and return it. This I did, and with a feeling of "To — with poverty" began to think of the things which the 2-litre would break. I thought of road wheels collapsing on those terrifying corners, of tyres worn beyond all hope of redemption, of battered wings and general engine break up.

However, having gone so far as entering nothing would induce me to withdraw, so I started to think on more reasonable lines. There is certainly no doubt as to the solidity of the car, and its consequent strength to withstand the road conditions, and if I did not try and drive faster than the car wanted to go, and provided that the motor was in good order, I could see no harm in it.

I therefore started to check her over, and at this stage she took a hand herself and swallowed a plug terminal! I could not ignore this obvious hint, and gave her a top overhaul, which was due anyway, and time being on my side checked her right through from mag drive to final drive. All was set, and on Friday before the race myself and mechanic set off from Nottingham for London to pick up the rest of our party, and then back to Silverstone on the Saturday morning.

We arrived at an early hour and proceeded to final preparations, which were few, more of a check over, and finally a bad attack of nervous anticipation I reported to the scrutineers. Numbers were stuck on and the car given a good going over with particular emphasis on things likely to fall off or

"Come apart in my hands". Eventually she was passed and so on to the track for practise.

Once started all nerves fell away, and were replaced by a feeling of great exhilaration. I had never done anything like this before. Faster and more experienced brethren passed rapidly, but the car pressed on and I met Copse for the first time. Luckily I had it to myself. At first sight it is rather alarming when doing about 65 m.p.h. to realise that one has to go right round and back more or less the way you have come, however by the time all this had gone through my mind I was in third and braking, and then began the corner accompanied by a very pleasant and not too great tyre scream, and then it was over. All I could think of was "Why all this worry? what on earth ever made me think that I would slide right off the track?" The car took it well and answered to the steering in a way that left nothing to be desired. The whole thing seemed as safe as houses, and the confidence born of knowing that nothing would come the other way was terrific.

By this time I was thoroughly enjoying myself. The car sounded happy, and although I claim no fantastic speed or super ability, in fact I was in a permanent state of getting blue flags! I was getting round quite well, and under control with no undue strain or difficulty.

On the second time round I had to share Stowe with several others. As I was on the inside, and hemmed in all round this at first seemed rather hair-raising, but before I was half way round it was quite obvious that if I was sliding outwards, so was the man alongside, and that therefore a crash was not imminent, so I settled down to enjoy it again.

After six laps of practice I came in, and by this time realised what I thought was a reasonably fast road car was deadly slow on Silverstone. But not to worry, nothing could be done about it on that day.

In due course came the Relay itself. With the car still working well we went to our places in the scrutineers' bay. At this point fame arrived at last ! One small boy asked for an autograph ! Then we went to the starting pits by teams. I was the last car to run in our team. All went well with the other two in the team, and No. 2 duly came up at the end of his allotted span and handed over the sash. I got away to what I thought was quite a good take over and start. Although I was being passed all the time I enjoyed every minute of it. The car ran well, and the corners were seeming to get easier.

The correct number of laps completed I came up the straight for the last time, and got my first view of the chequered flag from

the driver's seat. Not, I hasten to add, as the winner but I thought as I came off the track that there will be other times, and one day I will drive a winner. I am now bitten by the motor racing bug, and will race again.

Later inspection of the car showed no damage at all to any working parts, which is more than can be said of driving test meetings, two of which cost me a pair of Hardy Spicer discs in the drive from the engine to the gear box.

To those of you who have not yet tried this excellent sport as a driver I would say get your competition licence and have a go. It's grand sport and harmless to the car if you drive her within her capacities, and don't try and beat up DB II's and such Me ? I'm looking for a faster car !

LETTERS TO THE EDITOR

Dear Sir,

I wonder how many of the 382 people who voted on the union of the Lagonda Car Club and the 2-litre Register are aware of the debt of gratitude we owe to one John Paston Green.

I was, at one time, one of his colleagues on the Committee of the Lagonda Car Club, and know that but for his tact, acceptance of responsibility, and hard work, the union would never have been brought about. In fact, I believe that without his aid the Lagonda Car Club would have foundered before ever the union could have taken place.

When the Club had a bad patch, and Chairmen and Secretaries were being appointed and resigning at the rate of knots, P.G. although already overworked made himself responsible for the formation and running of a "Caretaker" Committee, which held the fort until people could be found to take over and run the club energetically.

Furthermore, he was tireless in his efforts to settle the differences of opinion between the Committees of the two Clubs.

I would like P.G. to know that many of us are cognisant of the grand job of work he

has done, and that we are grateful to him.

A. B. R. CHEEK.

8th November, 1951.

Dear Sir,

I wonder if I may be so bold as to make a suggestion re the really excellent little book of ours namely THE LAGONDA.

Have you seen the binding cover now being sold by the Vintage Sports Car Club to bind their Bulletin, it is made by Easibind Ltd., 84 Newman Street, London, W.1. I see they can supply similar binders for any size.

I thought it would be a good idea to get one for my copies of THE LAGONDA, then on reflection, thought it would be even better if the Lagonda Club applied for them as it would be cheaper if obtained in this way in bulk, rather than individuals ; also could then get the title printed on the backs.

I do hope this idea will meet with approval of members as it's worth the small cost to preserve the books in nice clean condition.

"Lagonda Cottage," Yours faithfully,
Ardsallagh, F. R. PONSFORD-JONES. (11).
Navan, Eire.

SPARES AND TECHNICAL TOPICS

Spares Registrar and Technical Advisor :

I. FORSHAW, "Lyngarth," Sandecotes Road, Parkstone, Dorset.

Register and Car Club now being joined in wedlock, after a somewhat turbulent courtship, letters have been received enquiring the future of this department, thought to have been the corner-stone of Register activities. The simple policy will be to maintain and develop those services offered in the past, and to extend them to embrace the 4½-litre car, which was not largely represented in the Register membership. These services are concerned with the provision of information and advice on technical and general matters, the loan of special tools and parts, and manuals of all descriptions, the provision of instruction books, the recording of modifications and, most important of all, the maintenance of a practical spares register. All matters of general interest in connection with the 4½-litre cars will now be welcomed, and at an early date the full extent of the services available will be detailed in these notes.

Rapier owners may be interested to know that the Downton Engineering Works, Downton, Wilts, has recently secured a considerable quantity of genuine Rapier spares, including many parts hitherto in short supply. New hubs and brake drums for this model are offered by Renown Motor Spares, Peterborough Mews, Parsons Green, London, S.W.6, but an invitation to state types and quote prices has produced a negative response. The fibre wheel for the timing gear is available from Elephant Motors Ltd., 97/101 Newington Causeway, London at a cost of around £3 10s.

16/80 Special. Woods reports that during a top overhaul the rocker shaft and bushes were found to be seriously worn. To obviate expense he obtained a steering column from a Ford V8 which was about .030 in. larger in diameter than the rocker shaft should be, and suitably hollow. This was adapted to suit and the rockers and pedestals reamed

to fit. A perfect job is said to have resulted, but modifications of this kind, resulting in non-standardisation of parts, should always be noted in the cars documents for the benefit of subsequent owners.

Bamford Hoyle states that made-up packings for the 16/80 water pump are still available from A.C.V. Ltd., Crossley Motors Division, Errwood Park, Stockport at 1s. 10d. each. It will, however, be well to remember that two distinct types of pump were fitted.

Recommendation. Mosse speaks highly of the skill and service of a firm of Kent engineers, Messrs. Grant and Sayer of Edenbridge.

Chat. The 16/80 brigade is incensed at my recent appreciation of the relative merits of the 4- and 6-cylinder 2-litre cars. This is all as it should be and I have nothing to say except that I am without prejudice and that I failed to point out the adverse taxation rating of the 16/80—a matter which I trust will soon be put on a basis of sanity and equality.

Beaumont Lewis reports his mount very lame after jumping a ditch and climbing some small but stubborn trees. Stark and Bolton have been in heavy collisions, the latter sending a sad picture of his Rapier after being embroiled with a 10-ton lorry. In similar circumstances Bosworth executes a phenomenal avoidance, plunging his car into a village duck pond; unkind critics declare that this was to settle to his own satisfaction, at least, the vexed question of its buoyancy.

Williams exchanges his 16/80 for a sleekly beautiful Aston, but finds the roads far bumpier than before. His R.A.F. Motor Club, not yet launched, already has a potential initial membership of more than 500 and success is assured. Armitage is

engaged on a major overhaul of his handsome barrel-bodied car. Gilbey, Hullock and Mason are amongst others similarly engaged. Fisher writes with sorrow of the 1914 11.1 which has aroused such interest during the past season—there is a lack of connection between the gearbox and rear wheels and it is feared that the worm has turned.

Withers finds bitter disappointment at Monza and considers that the B.R.M. organisation might well find use for a modicum of the "tireless enthusiasm and vigour which characterised the Register". His peregrinations ended at Juan-les-Pins with a wallet containing less than 10s. and no prospect of more—in these circumstances, apparently, the thing to do is to bathe, which is glorious and free. Financial cramp and the pursuit of a B.Sc.(Agric.) (London) (perhaps) slow the reconditioning of his car.

Whetham does five hours in the Brabazon in connection with the Ulster flying display and reports a bumpy ride and great sickness—he feels that he can no longer recommend this particular method of aerial transport.

Fuller seeks a Rapier saloon or folding head coupe for family reasons. Gamper and Hutchinson have a chance meeting on holiday in N. Devon, the highlight of a soaking week. In Newquay Pritchard's neighbour King, owner of the Red Lion, buys the ex-Fairman 4½ and the stage is well set for local meets. Barker reports his Bugatti being re-assembled for "further torture"—whether of man or machine is not stated. Barker, incidentally, is angling for a 2-litre Lagonda in the same ownership since new in 1928.

Newspapers publish what the people wish to read and under the principle of "man bites dog" sensation displaces vital news. The affair of Jane Russell's baby raises banner headlines and relegates to an obscure paragraph the seething volcano in Egypt that is like to blow us all into maternity. Under the heading of BANG, CRASH, BLAZE our most popular daily paper prints. "The hot rodders—youths who drive old sports and racing cars with the maximum

noise—in Macon, Georgia, are trying out a new horror. They put sparking plugs in their exhausts. This ignites the gas and sends out a trail of fire eight feet long. Bystanders tend to lose their eyebrows but police can do nothing about it, because there is no city by-law that covers the matter". Jeddere Fisher defend me, the laws of libel are harsh, but can any man believe newsprint to be scarce when it is used for retailing such a farrago of nonsense.

Poulton capsizes his car, unhappily with severe personal injury, but his enthusiasm remains. McIlvenna, who covers phenomenal mileages, executes the grandfather of skids and finishes poised on a pylon. Someone is needed to design a medallion for the hedgers and ditchers. But not too attractive, lest it becomes sought after. Long buys Prince's beautifully restored Le Mans car. Following delivery of a fabulously expensive Rover, Prince temporarily retires from the vintage scene.

Hartop—my children call him Hardtop, and he prefers this to the Mr. Harpic frequently suffered—is making a splendid job of the photograph album and deserves everyone's support. Not less than postcard size to W. Hartop, Clock House, Brickendonbury, Hertford. The Malvern Walker is very pleased with the Magazine but "... I do wish someone would write about these wonderful old cars in a kinder spirit—one would think they are nothing but trouble instead of giving years and years of good service". I sympathise with this criticism but underneath the raillery is a very deep affection—few cars inspire the same following and enthusiasm.

Cochrane is enjoying himself enormously dispensing help and advice to various Rapier owners; for his own car he seeks a suitable blower, and any helpful information on supercharging this model. Starting handles are wanted for both 2- and 3-litre cars, and Speakman would like to buy one of the original spotlamps fitted—C.A.V. incorporating a mirror—if anyone can help. Petrie Hay is another who would like to acquire

one of these spotlamps ; he is also looking for a No. 5 Zoller blower in really good condition, or news of a reliable firm to re-condition his own.

Low oil pressure is bringing grey hair prematurely to Abel. Hilary Morse and fellow clergyman Ford plan a night dash from Carlisle to London to inspect yet another Lagonda. Bottom in the Thame Rally is Tortoise Taylor with Lily—her true level at last, he says. Page and Coates set a good example by keeping sharp watch for spares in the North ; all will be needed and information is always welcomed. From the Isle of Wight Coates has secured a Zoller No. 5 supercharger barrel casting together with its pattern and core-box, which may prove invaluable at some time in the future. Data for machining the barrel casting would be welcomed, and information concerning any firm competent to undertake the work.

What has vulgarly come to be known as Dr. Walther's prescription for a Number 9 for constipated radiators has been much in demand. Higgins and Whetham correspond concerning water thirst and heat in their 4½-litre cars and the sum of their experience may help others. Griffiths catalogues a sad tale and complains that he is hounded by gremlins. "However" says he, "I still think—and hope—that it's a grand car."

Forshaw discovers a 2-litre in a furniture depository in Leicester, where it has lain these 12 years. Batchelor finds horrible cracks in his cylinder block and replaces the whole engine unit at enormous expense. The Lagonda owner in the Canal Zone joins but his name at the moment is indecipherable ; he has the perfect tool for crushing recalcitrant Wogs. Tweedie-Walker is said to be using a huge vintage Vauxhall saloon whilst his crashed 2-litre is rebuilt in Alec Pitt's garage. Tyler completes an enjoyable tour in Devon, including the scaling of Porlock with an impossible load.

In the downhill free-wheel and braking test in the Lakeland 300 Sander's 3½-litre achieved F.T.D., his 34 cwt. dropping like a stone ; but XK 120's and suchlike sadly

deflated him in the acceleration and other tests. Driving in the New Forest Mrs. Letcher was delighted to receive what she describes as "a most lady-like thumbs up" from an unknown vehicle of the early 1900's, driven by a very elderly lady with another old lady as passenger. Mrs. Fane de Salis regrets her enforced absence from the A.G.M. and Rally—the first she has missed since the Registers inception. Spiller regrets that the local meet at Bletchingley has been withdrawn from the calendar but the success or failure of these wholly delightful local gatherings depends entirely on the enthusiasm and interest and support of members in that area.

Woods has converted his 16/80 magneto to serve with coil ignition—anathema, he says, to the true vintage enthusiast but instant starting in all weathers. Loch is the owner of a barrel-bodied 2-litre that has covered less than 80,000 miles since new. One of the rare 3-litre cars with Maybach gearbox giving 8 forward and 4 reverse speeds has been bought by Standley. Technically this must be of absorbing interest but Standley is prejudiced against gadgetry. He speaks well, however, of the mains operated immersion heater in the plumbing of this particular car.

An analysis of running costs of a popular 9 h.p., 1939 car, shows a repairs and renewals figure averaging £87 10s. for a yearly mileage of 10,000. This should give heart to vintage owners, apt though they are to grumble at the cost of repairs. Cox has broken numerous springs on the Bendix starter gear of his 3-litre car and seeks the reason. Richardson has left the Army and keenly anticipates more time with his car. Ingenious detective work on the part of the writer identifies the 2-litre engine unit fitted to Hauxwell's 3-litre car as being that originally fitted to Prince's Le Mans car. The primrose and green car which was formerly Tew's has been heavily pranged by Sharpe and completely rebuilt.

Scott-Barrett brings shortbread from distant Perth to replace that which the locusts

ate, and a bottle of Scotland's other product wherewith to assuage the cruel thirst engendered by technical advising. A Cardiff motorist writes to the *Sunday Express* "In 1932 I bought a 1925 Lagonda car with a large rug and set of tools for £7 10s."—the changed face of the world !

Pritchard and Mosse find themselves prosecuting and defending at a Court Martial, and with the President also a proven vintage enthusiast, it is a happy

occasion. The prisoner is despatched in short order with a far lighter sentence than he deserves but the Court fails to dissolve until a horribly late hour—the succeeding day finds Pritchard in need of Alka Seltzer.

At this season of goodwill the usual political note is reserved for the next issue. May I wish all Lagonda owners, past, present and future, whosoever and wheresoever they may be, the happiest of Christmasses and the best of Motoring in 1952.

CARE AND MAINTENANCE OF THE 2-LITRE SPEED MODEL LAGONDA

Reprinted from "The Autocar", 5th July, 1929

PART II

It will be noticed that the camshaft timing is not affected by the displacement of the head. If there is any question of an error in the valve timing, or if the chains driving the timing gear have to be adjusted, the radiator should first be taken off and then the cover plates shown in one of the illustrations should be removed. There are two chains, of which the lower has the treble duty of conveying the drive to the oil and water pumps and the dynamo, while the upper chain's function is to drive the two camshafts, that on the right being for the inlet valves, and that on the left for the exhaust valves, looking backwards from the radiator.

Chain Adjustment

The lower chain should be adjusted *first* by slackening the four bolts on the lower clamp, inserting a tommy bar in the holes provided in the disc operating the right- and left-hand thread adjustment, and turning this disc until the chain is felt to be at the correct tension when touched with a finger inserted through the special opening provided for the purpose in the timing case. The four nuts should then be tightened home, the four nuts of the upper clamp slackened, and the same method of adjustment used again until the top chain is shown to be at its right tension.

As regards this, the chain should not run stiffly, but should have a little slack, say, an extreme total movement of $\frac{3}{8}$ in. at the finger holes in the timing cover. Lock the upper clamp securely after the adjustment has been made.

The valve timing of the Lagonda power unit is shown in an accompanying diagram, as set with the rocker clearance at .004 in. A fine adjustment is provided to set each camshaft accurately; supposing that the chains have been taken off, each shaft can be reset roughly before the chain is replaced on the sprockets, and the final timing made with the special adjustment, which varies the position of the camshaft relative to its driving sprocket. The sprocket itself is a running fit on the camshaft, but not actually fixed to it.

A special plate is bolted to the sprocket by three bolts, and a spider is keyed to the camshaft, one arm of the spider being connected to the plate through a steel block working on a screw thread. The drive passes through, from the camshaft to the spider, from the spider to the screw thread, thence to the plate, and so finally to the sprocket.

Setting the Camshafts

If the three bolts are slack, the spider can be moved relative to the plate by turning the screw thread by means of the hexagon

head, shown in an accompanying illustration, and so altering the position of the spider relative to the plate; in this way each camshaft can be set in turn.

If the cover plate has not been removed to disclose the exhaust camshaft drive, the tension of the upper chain can be ascertained by removing the plug from an orifice at the back of the timing case and immediately above the water pump drive. Incidentally the camshafts are held in three split white metal bushes, and, when fitting, particular care should be taken that the oil groove is on a level with the centre line of the camshaft in a horizontal plane.

The operation of timing the magneto is commenced by undoing the strap and releasing the two parts of the vernier coupling from their fibre centre. Turn the engine by hand until No. 1 cylinder—that nearest the radiator—is at firing point with both valves closed, as shown by a mark on the face of the flywheel coming opposite to a brass pointer that will be found at the top of the aluminium cover over the flywheel.

Then set the magneto's points to break when the brush is opposite No. 1 segment of the distributor, place the ignition lever at full advance, and carefully engage the magneto coupling in such a way that the central fibre block fits into the teeth of the driving and driven flanges without disturbing either.

The flywheel also is marked to show the dead centre, the point at which the inlet valve should open for any cylinder, and the point at which the exhaust valve should open for any cylinder. The plugs recommended are K.L.G. 483 for normal use, 246 for fast work, and 464 or 341 for the track; with the last three types the engine must not be left running slowly for long, or they may oil up.

Big and Little Ends

As far as major operations to the engine are concerned, these fall generally outside the province of the ordinary owner. It may be said, however, that the big ends of the connecting rods are marked, so that the lower half of the bearing cannot be put

back in the wrong position. The piston should be inserted with the split in the skirt towards the carburettor. The small ends of the rods are off-set, an important point to watch.

In the event of the four rods being dismantled and replaced, the long side of the small end should be towards the centre of the engine, which means that the short sides of Nos. 1 and 2 connecting rods should point to the front, and the short sides of Nos. 3 and 4 towards the flywheel. If the rods are not assembled in this manner, the pistons and rods will not be in alignment and serious trouble may result.

Pistons giving compression ratios of 6 to 1 and 7.4 to 1 are available. Also three different sizes of pistons can be obtained when, after much wear, the time comes for the cylinders to be reground. The gudgeon pins are hollow with bronze thrust pieces at each end. The piston ring gap should be .010 in., and the clearance between the ring and the lands .001 in.—both measurements should be borne in mind.

A Zenith triple diffuser carburettor is fitted, and feeds the cylinders through the slow-running jet for starting. The slow-running jet itself is the screw seen in the centre of a hexagon nut on the top of the carburettor, and is easily removed and cleaned. If there is any difficulty in starting, the best thing to do is to take out the slow-runner and make sure that the jet orifice is clear, as this, being the smallest orifice in the instrument, is liable to become blocked occasionally. The setting recommended as likely to be most useful for ordinary work is 115 main, 80 compensator and 26 choke tube.

Clean the Plugs

With the carburettor set for fast work it is best not to allow the engine to idle very slowly for long periods as here again the plugs may quickly become sooty. From time to time they should be dismantled and the central electrode insulation within the plug body can then be carefully cleaned.

Water is circulated by a pump bolted to

the rear of the timing case and driven by the timing chain, a sprocket, and a shaft. The gland is adjusted by moving the circular but on the spindle by means of a tommy inserted in the holes provided for the purpose. The whole pump assembly can be withdrawn by undoing the big C spanner nut close to the pump flange, after which the pump complete can be disengaged from its bracket. The spindle is lubricated by a screw-down grease cup, in which only heavy grease should be sparingly used.

The radiator can be removed by freeing it from the top and bottom rubber hoses and undoing two bolts that pass through the front shield. The radiator casing is not separate from the radiator itself.

The sump contains $2\frac{1}{2}$ gallons of oil, and the camshaft tunnels absorb another half-gallon, the lubricant recommended for summer and winter being Triple Shell. When the filler cap is undone oil can be poured straight in, sufficient space being allowed to take a quart tin of oil, the oil afterwards passing through a gauze to the sump. Attached to a flange at the bottom of the sump, on the left-hand side of the engine, is another big cylindrical wire gauze, through which the oil is drawn into an external pipe leading upwards to the roto-plunge oil pump on the face of the timing gear case.

To clean this filter is a simple matter; after draining the sump the pipe nipple should be undone, the flange unbolted, and the filter withdrawn and swilled in petrol, say, every 3,000 or 4,000 miles. The oil pump itself is of unusual construction, but very simple. The rotor can be removed if the front cover of the pump is undone, but it is essential to remember that when this

cover is replaced the lettering (Lagonda), which will be found on the front, must be at the top. If the cover is put back in the wrong position the pump will not function correctly.

The oil release valve is situated in the cylindrical projection at the top of the pump, and consists simply of a plunger backed by a coil spring and so arranged that at a certain definite pressure the plunger lifts and the oil is by-passed back to the suction side of the pump. By undoing the cap nut at the top and screwing down the disc inside, the tension on the spring is increased and the oil pressure correspondingly raised. Oil passes from the pump through the oil junction box on the left-hand side of the timing case; from here a lead is taken to the main bearings, which are under pressure, to the camshafts and also to the timing gear itself.

Oil is conducted through pipes at the back of the head to the valve rockers, flows down the camshafts and then finds its way back through the timing case to the sump. The oil pressure should be not less than 30 lb. The level of oil in the sump is indicated by a dipstick attached to the filler cap and should never in any case be allowed to fall lower than half-way between the high and low positions shown by lines on the stick.

After the first 500 miles all the oil in the sump should be drained out through the special valve fitted on the left-hand side of the engine underneath the carburettor. In the circumstances it is probably best to remove the pressure filter, since this will need cleaning at the same time. Lubricant having a castor basis should not be mixed with the oil used in the engine.

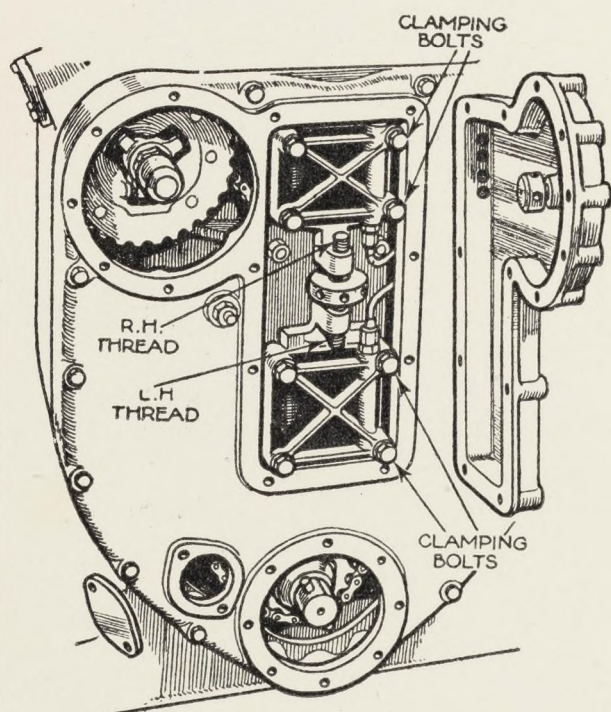
(To be concluded)

In response to many requests, we append herewith the definition of a "verst" (advert opposite page 11, No. 3).

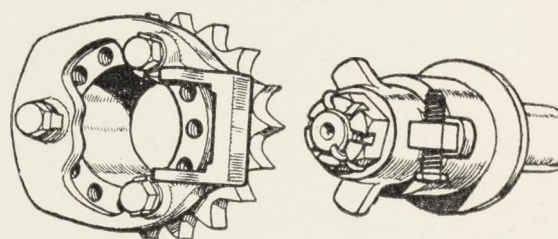
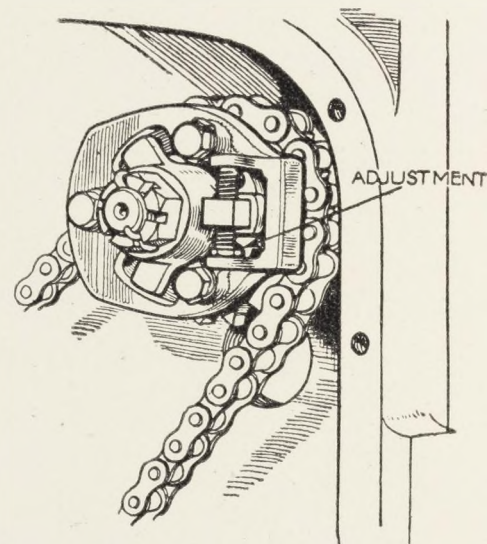
VERST or WERST: Russian road measure = 500 SACHINE, .66 mile or 1.06 km. is ordinary measure of length extended.

Therefore, 3,000V's would equal 1,980 miles, and "No shockers were used". Well, what's in that? We ourselves in "Wang", our first 2-litre, travelled a great distance without, and frightened off all challengers by our frightful bouncing!

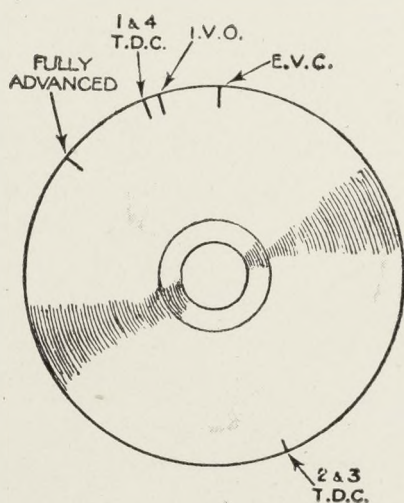
CARE AND MAINTENANCE OF THE TWO-LITRE SPEED MODEL LAGONDA



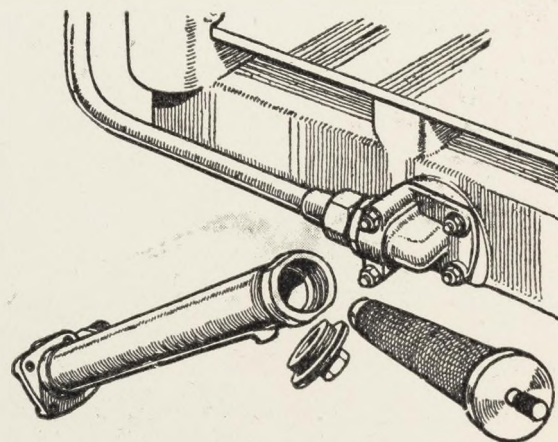
Right- and left-hand screw adjustment and clamps for the timing chains on the front of the timing case.



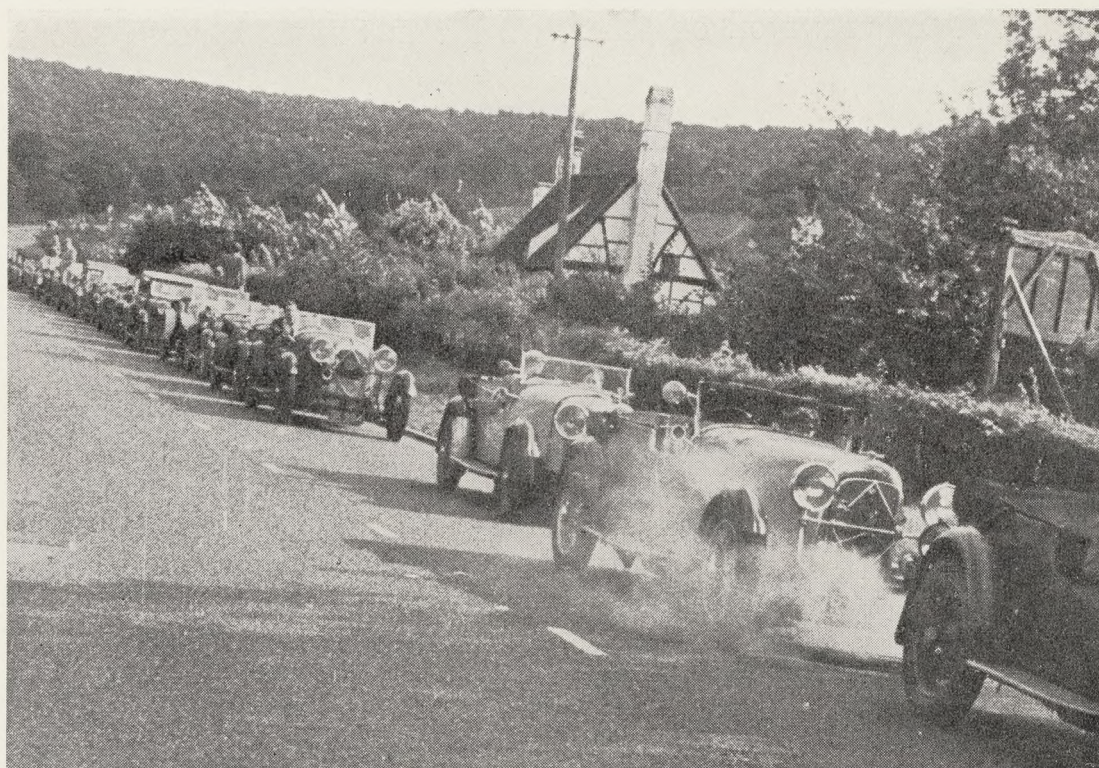
Fine adjustment for the camshaft driving chain shown in detail and complete.



Markings on the flywheel of the Lagonda to show the opening and closing of the valves and the ignition advance.

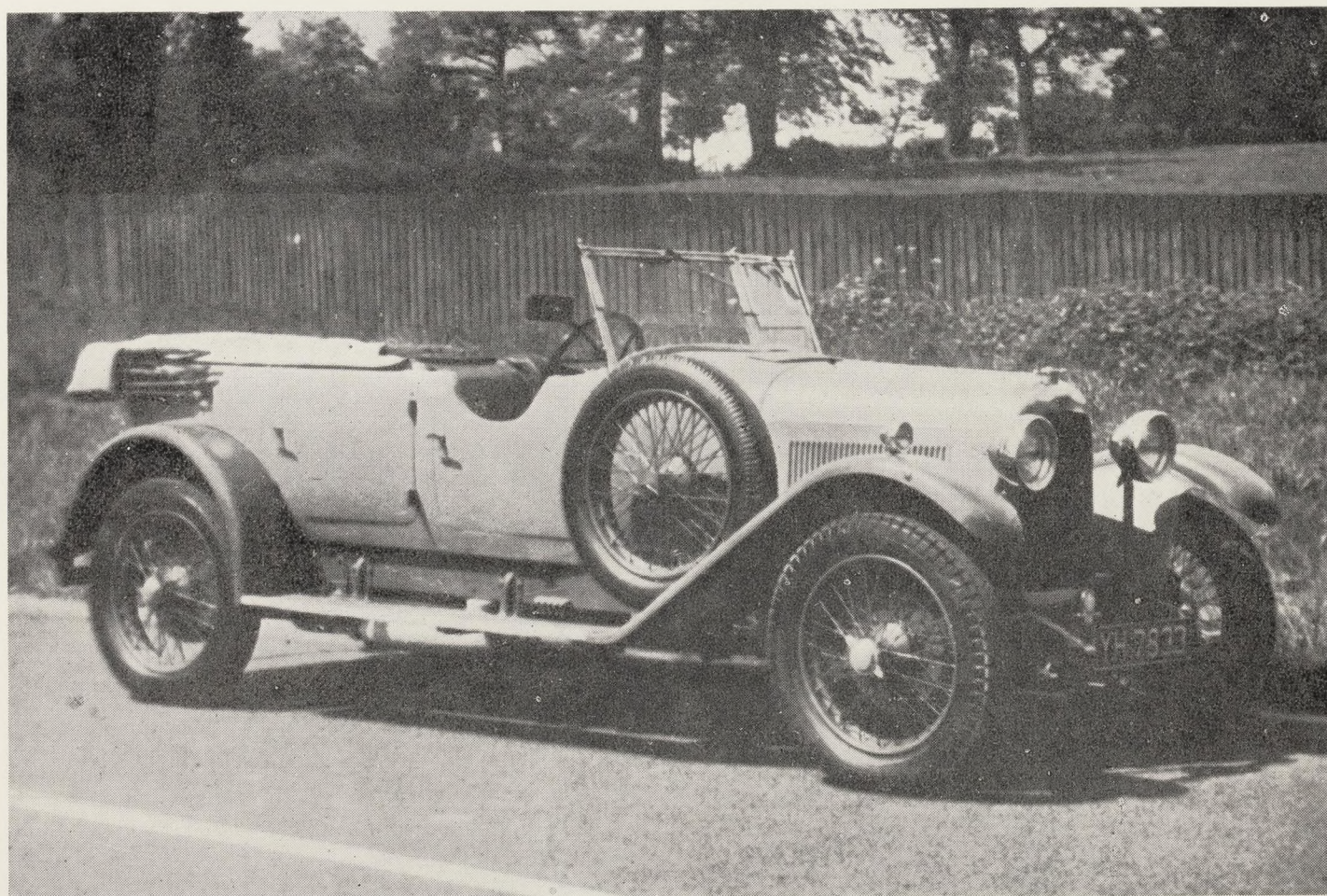


Oil filter detached from its casing to show the gauze.



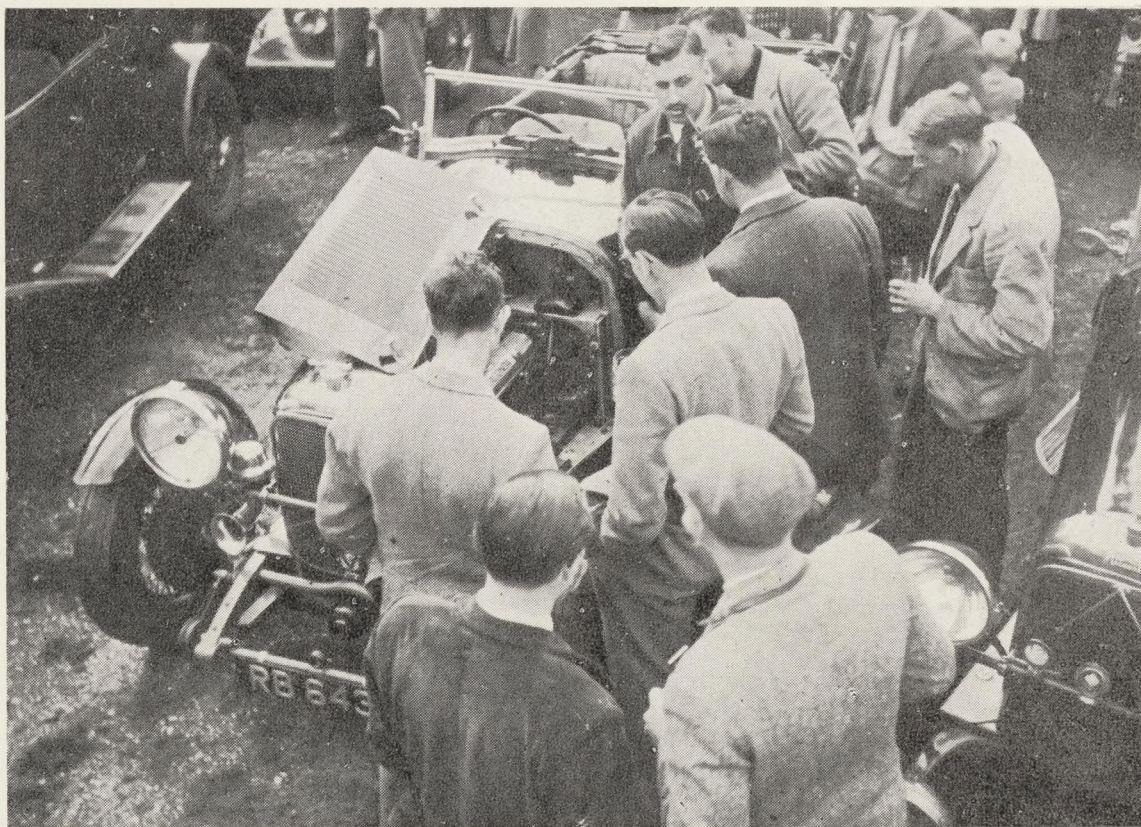
Before the A.G.M., 1951.

Photograph by Rexford-Welch



2-litre Lagonda Register No. 317. A Perfect Specimen.

Photograph by G. S. Walker



"Bees round the honeypot" A.G.M.

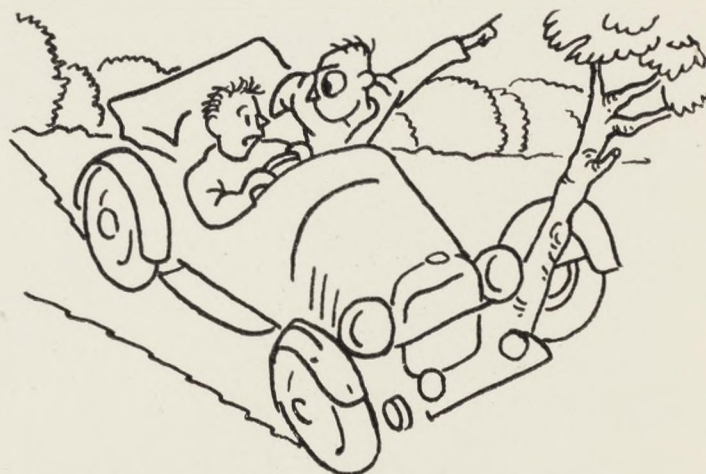
Photograph by D. Roberts



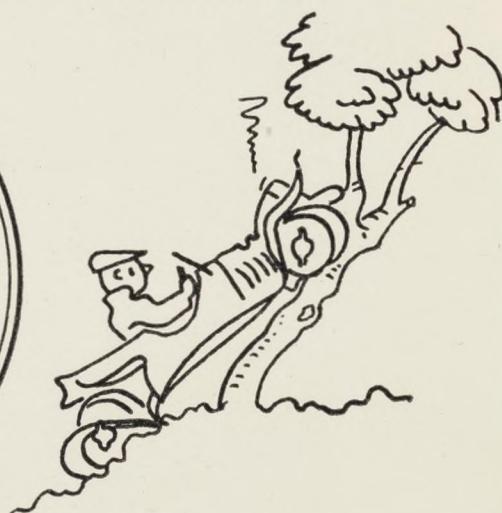
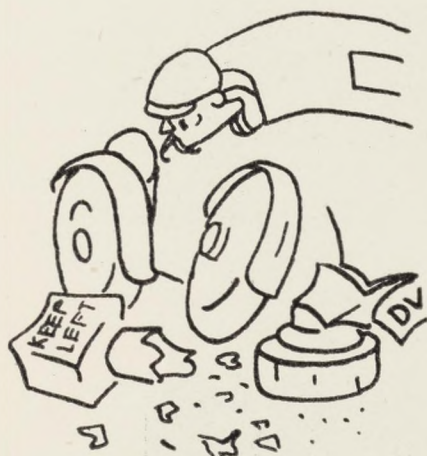
At The Stoner Arms Hotel — "They've gone thataway" is the Spares Registrar Saying ?

Photograph by D. Roberts

'YOUTH WILL BE SERVED'

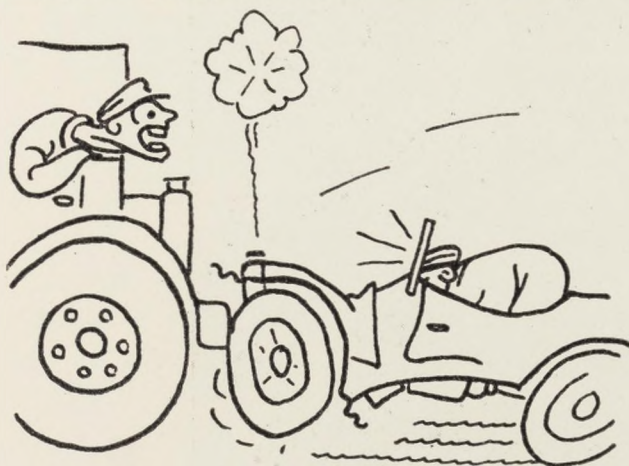


"MIRANDA" STARTED IT ALL & NOW



McILVENNA PERCHES ON PYLONS,

BEAUMONT-LEWIS CLIMBS TREES,



G.W. ALLEN

BOULTON BATTERS TRUCKS; BUT UNDOUBTEDLY THE MEDAL GOES TO "THE SNORT."

NUMISMATIC NOTE: THE MEDALLION IS STRUCK IN "HOYTS No. 11" BEARING METAL & SHOWS THE SOCIETY'S PATRON, GENERAL UPSADAISI, OPENING THE PROCEEDINGS AT THE INAUGURAL MEETING. BENEATH IS THE MOTTO INSCRIBED IN ASHES ON SACKCLOTH. THE REVERSE BEARS GROUPED HEADS, BOWED IN SHAME, AMID FLUTTERING TELEGRAPHIC APPEALS TO THE SPARES REGISTRAR.

NOT A CHEAP CAR

By 16/65.

"Not a Cheap Car" boasts the Lagonda advertisement for 1911 reprinted in the last issue of this magazine. "£2,300, 1950, 2.6 Lagonda" read a member's advertisement in the same number. What of the other cars? Is your's "Not a Cheap Car?" Have you ever stopped to think how dearly some excited first owner paid for the enduring qualities that you now enjoy?

Alas the price of the early motor bicycles and tri-cars is wrapped in some confusion. If anyone can throw light any in this direction it would be most interesting if they were to write to the Editor.

The first 20/4's and 30/6's were sold for roubles not pounds. The only confirmed authorised exception being the car sold to Gunn's dentist and for all I know the price may have been at so many guaranteed miles per stopping.

By 1912 the 4-cylinder chassis sold for £405, the 6-cylinder for £580, standard bodies being £60 extra in each case. These prices put the Lagondas within only a few pounds of the Napier 16.7 and 25.3 models and the Mercedes 20.1 and 30.1 models. The small car was only fractionally less expensive than the 20.1 Prince Henry Vauxhall which sold at a chassis price of £485. All this at a time when a 22.4 Ford model T could be had complete for £175 but the chassis for the 40/50 Rolls Royce was £905, the 100/120 Itala £1,200 and the 90 Napier £1,700.

1913 saw a change of policy at Staines. Gunn decided to build a low-priced car. "Not a Cheap Car" was to remain the firm's slogan until after the war when it became "The Business Man's Pleasure Car" but "Cheap Car" grew a pair of inverted commas. At £135 complete with "Spare wheel, three lamps and foot controlled carburettor" the 11.1 shared the distinction of being the lowest-priced 4-cylinder car on the market with the Ford, Humberette and the much smaller 750 c.c. Portland.

The immediately post-war 11.1's cost £335 (against £560 for the 11.9 A.C.) but the 1920 11.9 Lagonda joined the upper middle class of Light Cars although still £50 less than either the A.C. or the Calcott.

When price slashing accompanied by accessory removing became the fashion in the middle 20's Lagondas advertised (but perhaps never produced) the very stark K type at £225 but this car without dicky, starter or side curtains can hardly have been very attractive. About this time the firm was getting into serious financial difficulties and was probably producing the worst value for money in its history. The 12/24 coupe was in the luxury Light Car class and the KK (not so very much less stark than the K) cost as much as the 8/18 Talbot and little less than the 10/23.

The firm's fortunes revived with the introduction of the Davidson designed 4-cylinder, 2-litre in 1925. After a few early fluctuations this magnificent car was offered to the 1928 public at £495 the chassis, £650 the tourer and £785 the saloon. Speed Model prices were £30 higher. The first 3-litres next year cost £860 the tourer and £965 the saloon.

Few English sports cars can, in the light of the lasting powers of these Lagondas, stand in close comparison. Remember the chassis price of the contemporary Bentley was 6½—£1,575, 4½—£1,050 and the 3-litre £965. The OE Vauxhall was £1,150 complete. On the cheaper side the 22/50 tourer Alvis needed £535 and the 1633 Riley £455 but perhaps neither of these fine cars have lasted quite so well.

Of course if you were prepared to look across the channel for your motor car very much better value for money might be obtained. In 1929 the 8th series Lancia Lambda of 16.3 rated h.p. cost £745 complete. (Next year it was reduced to £645 !!) A type 37 Grand Prix Bugatti was £725 and the type 35, 2-litre only, £675, but in those

days all self-respecting Englishmen believed that "Wogs" began at Calais and everything foreign was bad.

In 1932-33 the blower 2-litre needed £775 and the unblown Continental model £625 but the new 16/80 was £30 cheaper. Saloon prices were in all cases £100 up on these figures. The only comparable type of car being produced in this country at this time was made by Alvis. However, the 12/60 and 16.95 Alvis tourers were offered at £450 and £585 and for the second, but alas not the last time, Lagonda Ltd. was heading for the rocks.

For 1934 the Rapier chassis at £270 seems to be a much more reasonable price than many that are asked for these cars to-day. Alas, this fine car was caught up in the financial crisis. It lost its performance with its blower and only gained popularity when the very qualities that stopped it going fast proved it to be quite exceptionally sturdy.

The first M45 4½ tourers cost £798 complete, which compared not at all unfavourably with the £1,350 asked for the Royce built Bentley 3½ which was introduced the same year. However, next year, the Rapide tourer with the 4½ engine in the 3½ chassis

became the first open Lagonda to exceed £1,000 (the long chassis 3-litre saloon had reached this unenviable height in 1930) but was the fastest standard 4-seater tourer of its day.

By 1938 the L.G. 45 was only £100 dearer than the 4.3 Alvis, the tourer costing £1,150 against £1,540 for the saloon. The V12 which entered the field that year sold at almost exactly the same price as the 4½ Bentley at £1,450 and £1,850 for tourer and saloon models. At this time those who were prepared to be content with a Le Mans winner could get delivery of the Type 57 competition Bugatti chassis for £860. Indeed, next year, the standard chassis cost no more than £590. Oh Happy Happy Days for those who knew. "Yes, Sir." "Two, Sir?" "Yes, Sir." "I'll have them sent round to Corsica's tomorrow Sir."

Now at £2,259 the new Lagonda costs the same as the 3.5 Delahaye but more than £500 more than a D.B.2. This price, even allowing for purchase tax, is very much more than the incomparable Aurelia B.20's if you could get one. As if 16/65 could get any of them for that matter. No indeed. "Not a Cheap Car."

BOOKS TO BORROW . . . AND TO KEEP!

Full Throttle, by SIR HENRY BIRKIN. *G. T. Foulis and Co., Ltd.*

We read this book long ago, in 1933, and did not then fully understand "Tim" Birkins' crying in the wilderness for support for motor racing. There is, of course, mention of Lagondas, but the great lesson in our opinion is that the BRM *must* be given every support. It is easy to say what have they done with all the money—what money? We suggest that critics read this book, it will help them to understand.

Two contemporary publications have come our way recently, the first, **The Car and Car Topics**, 1s., published monthly by *Syas Morton, Ltd.*, 4 Bruton Place, W.1. This is a very interesting journal, and has given quite a fair amount of space to Club meetings

during the past few months. We consider that it fills a very definite want.

The second was **Auto Course**, which is a very ambitious project, covering racing with tremendous detail, giving lap charts and full details of every major event. One minor criticism in our opinion is the fact that being printed in English, French, Italian and German, when reading an article one has to turn three pages to proceed, somewhat like some of those glossy womens' publications! Nevertheless, it is a fine production, with many good photographs, and may well take its place in the enthusiasts library.

Auto Course, quarterly, 8s. 6d. post free.
48 Brook Street, London, W.1.

D.P.K.

A MEMORABLE RIDE

—or why I do NOT own a blown 2-litre

As a suitable counter-blast to the various "Why I own a Lag" articles which appear unceasingly, I humbly submit the following account of the first part of the recent V.S.C.C. Welsh Rally.

We had picked up that black b—— of a car, known in polite society as Plautus, the previous day after having fought—through the crowds that usually surround any of Fisher's cars. We left the Inner Temple playing the car's full repertoire on the one-handed instrument, and as if to hide our shame, laying our own smoke screen. An alternative method of starting in top gear, is not only silent but illustrates the engine's amazing flexibility and its good torque at low revs (Technical note by I. Forshaw).

Setting off on that Saturday morning at 10 a.m. we had 250 miles to cover before reaching Presteign at a scheduled 6 p.m. The route we had chosen was Leatherhead—Taunton — Gloucester — Presteign, from each of which points a telegram had to be sent as proof of our visit.

We started off with an "all's well with the world" feeling but had completed less than a quarter of our first leg when the clappers of hell were let loose—the down pipe and the manifold had parted company. As one would have expected, there was no thread back onto which we could screw the ring nut. Neither a passing tractor driver nor the adjacent hedges could provide us with a length of wire, so we drove slowly—and loudly—to a garage where we were able to make a running repair with odd bits of wire. This process was repeated at all garages en route. In spite of yards of wire—no garage would do welding as it was a Saturday afternoon—our repair was quite ineffectual and the hot gasses issued from the gap with not the slightest pretence at silencing. We must have sounded like a tractor trying to do a hundred.

One telegram ran: "Arrived Taunton sans exhaust, curse Fisher if he arrives", and another "Arrived Gloucester afire twice."

Passing over a hump at some speed, Roach's cap blew off and during our hasty reverse the naked flames from the manifold were blown, instead of over our feet as hitherto, over the carburettor and a merry fire ensued. By the simple expedient of driving forward, and repeating the foot roasting, the fire was extinguished with damage no worse than some burnt paint-work. The next time the cap sailed off we turned round cautiously. That cap was not worn again.

Besides the foot-warming we were subjected to dense clouds of smarting smoke which also completely obscured control on the road until sufficient speed had been obtained to blow it away. When it became dark we found to our horror that the one functioning headlamp threw a pretty halo of light with an unlit centre. By the time we arrived at Presteign several hours late, with blackened faces and ringing in our ears that was to last well into the morrow, we were feeling completely sick of the whole thing. Fisher who had arrived with spouse in the 11.1 was beaming and greeted us with open arms and full glasses.

During the Reliability Trial the following day, Plautus was driven by his owner and Roach as co-driver forgot the chassis had been shortened and when he was getting in ran over his foot, fracturing it in two places. This prevented his driving on the way home which, except for part of the engine coming adrift, was quite uneventful. It is even notable in that we were getting about 16 m.p.g., instead of the 10 on the way down ! (AJF had made a few adjustments and also got the piping welded). In spite of his generosity, fate was most unkind to Fisher who suffered a broken final drive worm as he was homeward bound in the 11.1

P. G. B.

16/80 MODIFICATIONS

It has crossed my mind that details of the many modifications carried out to my car, the reasons for same, and the results obtained might be of interest to others owning a similar model.

When purchased the car was in quite good condition, and had been the pride of the owner. Being utterly defeated by the gear box on the way from the garage to Petts Wood that was the first point to be cleared up. The clutch stop was missing altogether, which explained matters quite a lot. Once the stop was fitted and adjusted correctly I found it was possible to make very quick changes indeed, so much so that many people thought the car was fitted with the pre-selector box, which some models had of course as standard.

By this time being used to the car it was decided that something must be done to get some performance, the car being at that time sluggish and taking a long time to reach maximum, even when going slightly down hill. I found it almost impossible to get more than 4,000 r.p.m. even in the gears.

The idea of fitting a Supercharger crossed my mind and I obtained several quotations. Some told me the engine would not stand it and nobody was in a position to say what sort of performance could be expected with any degree of certainty. This is the point where I came into contact with that well-known Brooklands Tuner Granville Grenfell, and since that date all the work on the car has been done by him, and I cannot put into words my very sincere appreciation of his efforts. Grenfell not only gave me a price for the job, but gave me figures of expected performance, which by the way turned out to be exactly correct in every respect.

With the twin S.U. instruments I was getting at one time a steady 30 m.p.g. which dropped suddenly to 27 m.p.g. and do what I might, nothing would bring it back to its original figure. Flat out maximum was about 70 m.p.h. or just over. With the

supercharger fitted and with 2-lb. pressure at 3,500 r.p.m. I found I was getting a steady 23 m.p.g. which figure has been maintained ever since. Maximum revs. now were just over 4,500 and gave us the next spot of bother, which I now know to be a common fault of the 16/80, that being rocker arm failure. To overcome this all the rockers were taken out and built up, then machined off, stronger springs fitted to keep them in position on the shaft, and new push rods made from Ariel motor-cycle rods. It was now possible to get 5,000 revs. without trouble.

The general feel of the car now was altogether different and it got off the mark without hesitation. The next thing was that of getting the weight down and to this end all the mudguards were removed, and in their place light racing type wings fitted, of 2½-lb. weight each. The running boards were also removed and two small round plates fitted to each bracket so making a single step each side.

The car was by this time getting quite fast, and it was thought that something must be done about the brakes. Several ideas were turned over and then the answer came as a result of seeing an advertisement . . . I purchased a complete 4½-litre Lagonda front and back axle. Grenfell not only fitted these to the car, but at the same time converted them to hydraulic operation and I can say without doubt that my brakes really do pull the car up at any speed.

The other big point about the new axles was the fact that the back unit had the higher ratio of 4.1 to 1. The only disadvantage was, of course, the obvious fact that the new units were substantially heavier than the original units.

The car was now really going places and the general road holding much improved by the new axles. Newton shockers were next fitted and for general road work I have found them excellent. They have at

the time of writing been replaced with Tele-control units which I find better at high speeds, but only at high speeds.

Then came the tragedy. One day making a very smart get-away (pride comes before a fall) I completely stripped second gear, and for three weeks it was a case of going from bottom to third in one hit. Grenville again came to the rescue and fitted a very large Daimler pre-selector box, the ratios being very similar to the original box. When first fitted all was well for about three weeks and then it was found that there was a certain amount of clutch slip in top gear . . . this was quite a problem, but once more the old Brooklands man put things as they should be. The box was removed and dismantled and in place of the usual cone clutch a heavy duty racing type multi-plate clutch fitted, the box re-assembled and all was well.

Total weight of the car with headlamps, fog lights, spare wheel, hood, etc., is 28 cwt. Consumption is a dead steady 23 m.p.g. and at the same carburettor settings 0 to 30 m.p.h. takes 6.5 seconds from standing start, and 0 to 60 m.p.h. again from a standing start takes 14 seconds. These figures were taken with a passenger and I think are actually better than the Blown 2-litre can do. They can be improved by a richer setting of the S.U. plus of course a spot of Benzole. Seventy m.p.h. can be maintained for as long as the road permits and the car shows no signs of distress. My only trouble at the moment, and one which has been a fault all

the time for that matter, is the water pump . . . need I say more.

Plans for the next modifications include quite a lot of weight removing, a new and lighter body . . . the present steel body must weigh goodness knows what. Cutting down the chassis length by about 18 in. and, of course, at the same time altering the steering geometry to suit, and last but not least the fitting of a new engine.

I have an Auto-Union (Horch) V-8 engine of 3,800 cc. Grenfell is at present waving his hands over same and has given me a figure of 214 b.h.p. when he has completed same. It is being fitted un-blown at first and some 180 b.h.p. should be available at 5,500 r.p.m. With the twin blowers we intend fitting, this figure will be increased by calculation to 214 b.h.p. and other things being equal the car should move just a little.

The car has now cost me so much that I cannot afford to sell it, but on the other hand it has given me more pleasure than any other car I have owned, plus the real fun of seeing other peoples faces when they get left at the traffic lights in their 1951 heaps of pressed tin. Not for anything would I change places with them. 500 miles per week is the normal run of the car, and what a glorious 500 miles of real motoring the car gives one although it now looks a bit dirty and mud splashed.

R. P. HEATLEY (264).

CARS FOR SALE

4/1 1934 3-litre Lagonda saloon: under 20,000 miles since 1939: 1st rebore 1951: sale or exchange Rapier.—R. M. COOMBES, 90 Nevill Avenue, Hove.

4/2 1933/4 3-litre Lagonda pillarless saloon, £10 tax, excellent condition.—Major L. F. LINDSAY, Lulcote, Sunnyside, Lulworth Cove.

4/3 2-litre wants home. A 2-litre has been

in store in Stebbing, nr. Chelmsford, since 1939. Present owners want offers. More information from K. DUDDING, Little Orchard, Bran End, Stebbing, nr. Chelmsford.

4/4 16/80 1933 full 4-str. Red. No. 224 in Register. Album fully illustrates. Now at top of her form. Five very good tyres.—L. M. SUTTON, Essex House, Linton, Cambs.

HANTS AND BERKS M.C. NIGHT NAVIGATION RALLY

13th/14th OCTOBER

The Hip Bath had reached the Hog's Back with one navigator, David Setwright wearing a lot of non-regulation clothing and carrying a .45 "for flushing out marshals", but on arrival up popped the Puck of the Hog's Back who joined us and, in repairing some faulty wiring, left the rev counter U.S.

We set off for our first control, "Lightwater", and while we were going *down* the Guildford by-pass at some speed the bonnet began to lift. When detailed to poke it down with a stick, Moffat casually walked along the running board and sitting on the near side wing calmly tightened the Ripaults on that side and then, hanging on the radiator cap, crossed over the dumb irons and secured the off side! I dread to think what would have happened to the Hip Bath's shockers had he fallen off! On reaching the control, driver and navigator were introduced to a miniature speedway which the former was asked to illuminate by madly turning a hand generator, egged on with "Faster, faster", while the latter had to do the circuit on a choice of bicycles. Both had absurdly low back axle ratios; the first had about 8-in. wheels, while the more normal second lacked one crank and one handlebar. Choosing the second, we managed 26.2 secs. Before signing out we were tactfully informed that the lighting was controlled by a marshal with a rheostat and the poor driver sweated his guts out for nothing!

On the way to the next point, "Watershed", we stopped at an all-night cafe to consult our map and gain 10 bonus marks. On seeing Setwright the occupants with one accord cried "Good grief—Shackleton". The clue for this point read "WATERSHED (3) From NT summit stone 332 ft. at Finchampstead Ridges B3348 walk 360 yards towards Portsmouth". The figure in brackets referred to the fold of the O.S. map and this was given for each point—ensuring that competitors could at least get within a few miles of the

point. Having found the stone, our party, I regret to say, marched off on a compass bearing on where that town might have been, instead of simply following the arrow engraved on the summit stone. After some loss of time the marshals were found comfortably ensconced in a tent.

The next point "BLACKWATER (2) The end of the River Whitewater, Hants" was quickly found with no loss of marks.

At one fork on the way to the next control, one navigator said "left" while the other decreed "right". The driver took a centre course and applied the brakes good and hard. The old Hip Bath had decided for us by stopping with its front end up the left fork. This turned out to be a short cut—across the usual fields—to Lostwater, "where the dry bed of the Basingstoke Canal tunnels under the narrow track from Hungry Lodge towards Andwell Village". It was an easy matter to find on the map. The clue went on "Beware cliffs masked by undergrowth". Once the cutting had been found one had to force a way through the dense undergrowth on its steep sides to reach the marshals camping—log fire an' all—in the tunnel.

The next two points were given by good old six figure references. Laughing Water was quickly found after the decoys emitting devilish peals of laughter had been silenced by the .45. Deadwater took us a little longer as we had decided to force our way through a herd of cows to an occupied pigsty, where we felt sure the marshals should be. The marshals were eventually found in a Standard—about a quarter of a mile away.

Spring Water, where the pylon line bent near the source of a stream, was duly found and we passed to Waterloo. This was an underground tunnel, of doubtful origin and some twenty-five feet in length, with marshals sited at either end. Several minutes were saved here by the marshals leaving an

easily seen pile of route cards and haversacks near the entrance.

Static Water, the penultimate call for us, caused us the longest delay and the loss of 47 marks. For this, the clue read "W Long 0 degree 35 ft. 35 in., Lat. 51 degrees 5 ft. 18 in." which took us to within half a mile of a static water tank, complete with trussed body. Behind the tank ran a track with a light at the end of it. Rushing up to it we found it labelled "Hurricane Lamp"—no more. In front of the tank: a pair of cottages. One, lit and with a boiling kettle on the range, was empty, while the other, unlit, contained the signing out marshal. Not in his Napier and not in the Privy Council Chamber, R.B., the signing out marshal, was eventually found discussing very loudly, longitude and latitude across the bonnet of a certain gentleman's Allard.

The last port of call, Deep Water, was located by six figure reference and after a long walk along the towpath beside the River Wey, a moored cabin cruiser was discovered. Leaping aboard, one found a marshal working an air pump, while deep in the water was a light and a stream of bubbles rising to the surface. The competitor was shown the inter-com. and invited to discuss his checking out with Davy Jones who told lurid tales of two competitors feet uppermost and eighteen fathoms down

(two of water, eighteen of mud!) Finding that the other ralliers had three and four more points to visit, we thought we were in luck and hurried back as fast as the fog, which had descended a third time, and the poor old Hip Bath allowed.

Getting back to the Hog's Back Hotel we found that twenty had finished before us but we had the consolation of eating our bacon and eggs before another Lag rolled up!

The winner for the second year in succession was R. P. N. Stark in a Velox (!) with a loss of only 22 marks. S. C. W. Wilkinson, A.C., was second. Both are Hants and Berks members. For what they are worth, the Lags' placing are as follows: Hip Bathers 31, Defty 50, Loch 76, Elphinstone 85. Entries were 110, with 98 starters and finishers in one way or another.

Our thanks are due to the Hants and Berks M.C. and the devisers, Holly Birkett and E. G. J. Madgwick, for a first rate night's entertainment. Our sympathy for Fisher, driving Alberto, his newly acquired 7th series Lambda saloon, who "seized up" and found that a valve stem had gone through a piston and the same piston had pushed it back almost through the head. This is the more regrettable since Geralda's final drive worm bust the previous week-end returning from the Welsh Rally.

P. G. B.

COMPETITION NOTES

Some things must be thought of well in advance. Some members have suggested that it would be the greatest fun and a fine sight to stage a race during the Eight Clubs meeting for Lagondas only. It would of course be on handicap. To do this we would have to promise to have twenty starters. To do this would mean that a lot of you who have never had a go before would come and have a crack. Remember the Club circuit for next year will not include the hill up the main run way and so will be much more suitable for the older cars. If you like this idea please drop a post card to Fisher.

Regular competitors are reminded that the C.S.I. have ruled that crash helmets will be compulsory in Speed Events next year and that this rule includes Club speed events. You may be able to borrow one once but if

you are coming out often you are advised to buy early. S. Lewis, 27 Carburton Street, London, W.1 hold stocks from $6\frac{3}{4}$ to $7\frac{1}{2}$ at £3 5s. and 1s. 6d. postage. Visor is £1 2s. 6d. extra.

Silverstone 1952 is to be run by the B.R.D.C. Concrete understanding will be provided for the paddock area and this together with the start and "Tribunes", will be moved on to the straight between Woodcote and Copse Corners. These facilities will also be used at Club events. The Club circuit will be from the start, round Copse Corner, Maggots bend and the first half of Becketts on the perimeter track. From here one of the main runways will be used back to the beginning of Woodcote.

It sounds very much more interesting.

FIRST TUESDAY MEETINGS IN ESSEX

Members Dudding and Mann suggest that a new pub be tried for the "First Tuesday of the month" meetings in the evening. The selected pub is The Woolpack Inn, Coggeshall. For those who do not know, Coggeshall is on the main Stortford, Braintree, Colchester road, a few miles east of Braintree. The ale is reported to be good. Date of the first meeting will be found under "Events".

HANTS AND BERKS AND TUNBRIDGE WELLS NIGHT TRIALS. Only three members driving Lagondas entered for each event. This was doubly sad as they were both extremely well run. Unless there is some indication of stronger support in the future it will be much better if we refuse such invitations. Such is progress. Perhaps if everyone is saving up petrol for our event in March. Good !

HOW THE NEWS REALLY GOT TO AIX

I jabbed at the starter, no swinging for me.
I rushed off, they rushed off, we rushed off all three.
Or that's how it should have been—as it then

(proved
We had switched off the petrol ; and none of us
(moved.

Then we turned it full on, and by dint of much choke
All drew clear of Ghent in a cloud of blue smoke.

Not a word to each other ; we kept the great pace
Bonnets aligned, never changing our place ;
Which was quite an achievement, when you think
that the three
Were a Trike, a Two-Litre, and a big Twelve-in-vee.
"God Speed" cried the watch, as the gate-bolts
undrew ;
"Speed ?" echoed the wall to us thundering through.

'Twas by headlights we started, and when it dawned
clear
With my heart in my mouth, I slipped into top gear.
At Boom, a great yellow star came out to see ;
At Düffeld, a con-rod as plain as could be.
Alas ! for the Tricycle, bearings all gone
And its rider subsiding, dishevelled and wan.

At Aeschat, up leaped of a sudden the Sun
As aghast, all the public stood back every one
To stare thro' the mist at us thundering past,
And stop up their ears 'gainst our murderous blast.
But by Hesselt the blasting had turned to a choke
As the Vee-twelve drew up, and the driver he spoke.

"Now God grant me tin-plate, and skill Heaven sent,
And the Fiend take the stone which my petrol tank
rent !"

Ruthless o'er Polder Two-litres I threw
Past Looz and past Tongres, a clear road in view.
Speed was essential, yet weight was the drag.
Let Go hood and stone-guard, breathe easy my Lag.

Then I cast off my duffle-coat, let spanners fall ;
Threw off all the surplus gear, tonneau and all.
Stamped my foot to the floor-boards, and held Four-
two in top,

'Till at length into Aix the Lag screeched to a stop.
And all I remember is, friends flocking round
As I sat, in a pool of hot oil, on the ground.

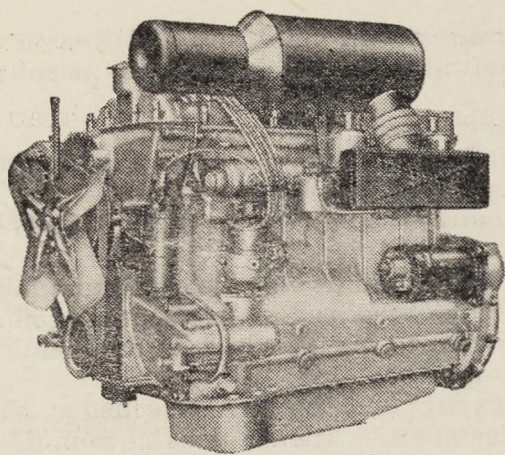
CHANGES TO THE REGISTER

FROM 1st AUGUST TO 18th NOVEMBER, 1951

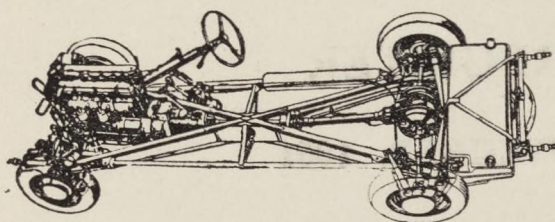
New Members

Serial

350	OC3164	S10315	2064	1933	16/80 sal.	Lt. Cdr. G. R. BROWN, D.S.C., Arne Cottage, Napier Rd., Hamworthy, Poole.
351	PF1761	8401	OH130	5/26	T	D. B. CLARK, Spring Cottage, Man- chester Road, Nelson, Lancs.
352	JJ9440	S10265	2014	1933	2-str. 16/80	A. J. BUXTON, Kent House, High Street, Hartley, Witney.
353	KY2187	OM10101	1850	4/32	T	R. J. E. SINCOCK, Blackmore Farm, Kidmore End, Oxon.
354	APB159	S10272	2026	1934	16/80 D.H. Coupe	P. GARRETT, Tyderwen, The Avenue, Northwood, Middx.
355	YY2406	S10256	2005	11/32	16/80 T	G. L. AUTY, c/o B.A.C. Ltd., Flight Test Dept., Filton.
356	PG7847	—	1392	1930	3-litre T	C. L. BARRINGER, Tarson Hall, Needham Market, Suffolk.
357	FF2922	OH9352	1097	1/29	T	Capt. A. J. LOCH, Lockington Mill, Piddletrenthide, Nr. Dorchester, Dor- set.
358	KY4700	S10390	2139	6/33	T 16/80	E. TOWNSLEY, 117 Pendas Way, Cross- gates, Leeds, Yorks.
359	BTN630	D11313	D3064	1/35	T Rapier	2/Lt. P. T. BOLTON, 5 West End Terrace, Southport, Lancs.
360	FS6287	OH10412	2161	6/33	T	H. LANGDEN, Scawthorpe Hall, Scaw- thorpe, Doncaster.
361	WJ51626	OM9930	1679	1931	T S.C.	J. WILLS, 9 Moorbank Road, Sandygate, Sheffield, 10.
362	AGX245	OM10139	1888	5/33	T	H. I. T. GUNN, 47 Learmouth Court, Edinburgh, 4.



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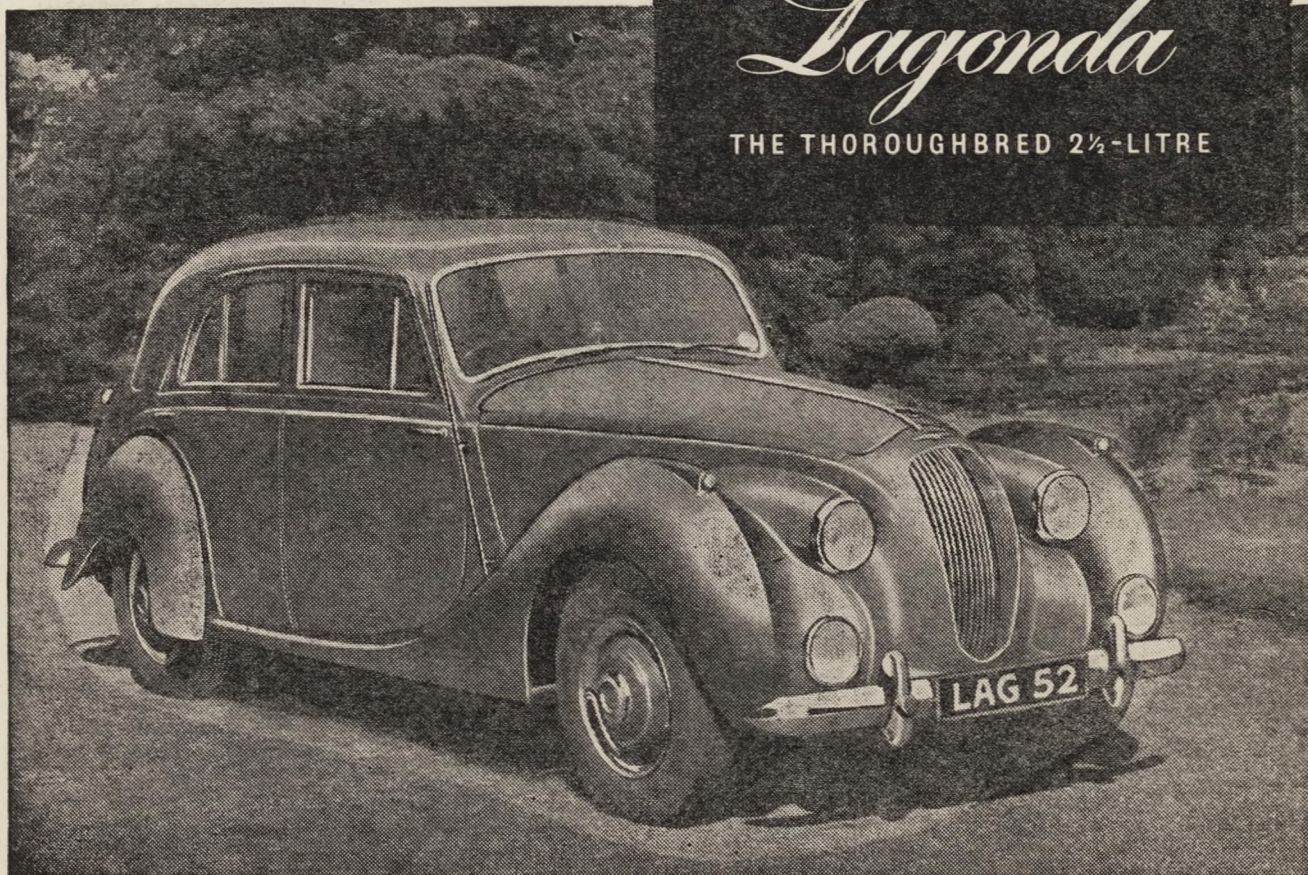
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Change of Owners

Serial 122	becomes	J. R. BRIERLEY, The Fleece Inn, East Street, Chichester.
„ 206	„	H. S. HOGGARD, 9 Seymour Street, Higher Tranmere, Birkenhead.
„ 138	„	J. F. SPILLER, 44 Manor Avenue, Caterham, Surrey.
„ 203	„	J. F. RUSSELL, 41 Salisbury Road, Leigh-on-Sea, Essex.
„ 112	„	S/Ldr. J. A. H. COOPER, Keepers Cottage, Tidmarsh, Nr. Pangbourne, Berks.
„ 181	„	S/Ldr. R. V. MOSSE, Ray Lodge, Lingfield, Surrey.
„ 248	„	F. G. F. RICHARDSON, Cliffe, Corbridge, Northumberland.
„ 118	Sold	
„ 200	Sold	
„ 277	becomes	P. L. FARMIOE, c/o Andrews Bros., Raymead Road, Maidenhead, Berks.
„ 64	Sold	
„ 66	becomes	H. J. GIBBINS, Penta-Acre, Home Farm Road, Rickmansworth, Herts.
„ 233	„	D. THORNER, 14 Manchester Road, Barnoldswick, Colne, Lancs.
„ N.O.M.		A. L. CURRY—Resigns.
„ 311	Sold	C. A. ROLT—Resigns.
„ 28	becomes	C. M. BREWER, 19 Lamplough Road, Bridlington, E. Yorks.
„ 282	„	D. E. O'MULLOY, 11 Lynton Grove, Altrincham, Cheshire.

Change to the Register

Serial 37 Fl. Sgt. N. I. KNIGHT—Registration No. TO6219.

New Non-Owner Members

W. H. WHELAN	...	Donum, Northway, Felpham, Sussex. (Ex 122).
W. Q. FITZGERALD	...	Burrows Wood, West Drive, Wentworth, Surrey.
Dr. N. W. IRISH	...	20 North Bridge Street, Shefford, Beds. (Ex 181).
R. O. BUTLER	...	Cooleen, Kilrea, Co. Derry, N. Ireland. (Ex 248).
E. SAWERS	...	Freshfield, Station Avenue, Walton-on-Thames. (Ex 118).
J. E. POWELL	...	71 Gainsborough Road, Kew Gardens, Surrey. (Ex 64).
P. A. DENSHAM	...	Damers Farm, Martin, Fordingbridge, Hants. (Ex 66).
P. D. RIDSDALE	...	65 Haythrop Drive, Acklam, Middlesboro, Yorks. (Ex 233).
S/Ldr. E. W. MACK	...	The Vicarage, Foston on the Wold, Nr. Driffield, Yorks. (Ex 28).
D. E. F. GREEN	...	23 St. Andrews Mansions, Dorset Street, W.1.
H. U. BEGLEY	...	Abney Grange, Comstall Road, Romiley, Stockport, Cheshire. (Ex 282).

Changes of Address

Serial

11/168	F. R. PONSFORD-JONES, Lagonda Cottage, Ardsallagh, Navan, Co. Meath, Eire.
106	H. F. COLLINGS, The Old Post House, Priory Lane, Frensham, Surrey.
251	J. H. T. GRIFFITHS, Little Chesters, Uxbridge Road, Stoke Poges, Bucks.
45/205	R. A. LAKE, The Old Cottage, West Langton, Market Harborough, Leics.
29	J. NORRIS, Box 896, Mombasa.
160	D. L. ORTON, Crown Hill Cottage, Romsey Road, Kings Somborne, Hants.
278	B. HOYLE, 1 Parkfield, Marsden, Nr. Huddersfield.
139	J. K. Blamey, The Mount, Horseshoe Lane, Alderley Edge, Cheshire.
73	Lt. P. J. SYMONS, R.N., 9 Crohan Valley Road, South Croydon, Surrey.
63	A. C. REES, Danecourt House, Danecourt Road, Parkstone, Dorset.
220	W/Cdr. P. R. M. WILLIAMS, 83 Grand Drive, West Wimbledon, S.W.20.

