THE Lagonda

No. 5

March 1952

THE LAGONDA CLUB

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

EDITORIAL

The recent bus accidents at Gillingham and Manchester have raised a great deal of public indignation which may well be used by biased associations to endeavour to impose further restrictions on drivers, such as a 20 m.p.h. speed limit, etc. The fault surely lies, however, with our grossly overloaded and out-of-date roads, with the fact that pedestrians have no responsibilities in law and that practically always the onus of any accident is on the driver. The definition of the word "accident", however, is "something happening by chance" and we feel there is no such thing and that an error of judgment on one party's side is the cause of most of them.

It is a terrible fact that one is taught to look under a bus at a stop to see if anyone has got off and is going to cross the road—surely this sort of thing is adding too much to the drivers duties. If one used one's imagination to the full, one would keep an eye open on upper windows for would-be suicides. We, ourselves, whilst travelling about London on our motorcycles, have to know the surface of the roads yard by yard for they vary without warning from non-skid tarmac to wood blocks, sunken manhole covers, redundant tram lines and woe betide the rider who touches a brake on wet wood blocks. Coupled with this pre-occupation with the road surface is the necessity to think for any person on the pavement who may, with his or her superior acceleration, literally shoot across the road, or nowadays stand immobile by a zebra crossing until you are five yards away, then crosses with a righteous air.

It seems to us that if the railways, which only run on fixed lines and are not liable to skid, in other words you know exactly where they are going, have to be fenced to stop people crossing, then there is every justification for fencing the roads. No doubt, readers are wondering what all this is about and this is the point. We feel that it behoves every driver to endeavour to be more skilful and that members of all motoring clubs, who would not presumably be members if they were not keen drivers, should set an example, that the police, instead of trapping people doing 32½ on a safe and open stretch which happens to have lamps the necessary distance apart, could well concentrate on the really bad drivers and pedestrians, warning them when possible, and finally a good motto—"If you drink, don't drive. If you drive, don't drink".

COMING EVENTS

WED., 26th MARCH. Film show, Sun and Horseshoe, Gt. Mortimer Street.

FRI.–SUN., 28th-30th MARCH. Bentley Drivers Club, Eastbourne Rally.

TUES., 1st APRIL. 1st Tuesday, Woolpack, Coggeshall.

MON., 14th APRIL. After Goodwood meet, The Lamb, Pagham.

TUES., 29th APRIL. Last Tuesday, Coach and Horses, Croxley Green.

TUES., 6th MAY. 1st Tuesday, Woolpack, Coggeshall.

SAT., 24th MAY. SOUTHERN RALLY. Regulations to follow.

TUES., 27th MAY. Last Tuesday, Coach and Horses, Croxley Green.

FILM SHOW. This will be a showing of Esso films. They will be different from those shown at our first film party and at the V.S.C.C. show. Start at 7.30 p.m. bring as many friends as you like.

BENTLEY EASTBOURNE. It is suggested that Lagonda competitors stay at the Sussex Hotel. Anyone wishing to spectate at the hill climb at Firle on the Sunday should apply to Fisher for tickets (free). Anyone willing to help to marshal please write to Col. Berthon, Madges, Long Crendon, Bucks.

24th MAY, 1952

Time flies as anyones wife will tell him but does she know the date of the SOUTHERN RALLY.

If you have been the to past 'engagements' you will be well aware of the form but for the benefit of the 'Initio Lagondo' here are a few hints.

The Rally is run by Lagondas for Lagondas, but the main object is to have a good days motoring and socialising (the latter word can be interpreted into your own capacity—in pints). Gentle competitions envolving driving skill and COMMON SENSE on suitable private roads, will be organised and great care has already gone into the selection and testing of a suitable hostelry !

Children are no handicap !

Dogs only on leads.

Entry fee nominal.

Weather by arrangement with the Air Ministry.

LETTERS TO THE EDITOR

7th February, 1952.

Dear Sir,

The letter from Mr. A. B. R. Cheek published in Number 4 of THE LAGONDA gave me a real thrill of pleasure—and I should be a poor sort of fellow if it did not.

But methinks he does me too much honour; everyone I met in Club and Register had the one object of the proper appreciation of one of the worlds' finest motor cars, the Lagonda, sincerely at heart, even if not always very evidently.

Admittedly just as in a Night Navigation Trial three hundred people will have at least one hundred and fifty different ideas as to where the north-point lies, so in this matter there were many and sometimes conflicting views as to how this object should be achieved.

I set out to co-ordinate these views and the success in doing so was due to the co-operation of many stalwarts and not to me. Most things worthwhile are achieved in proportion to the effort and difficulties overcome and the result in this case has a soundness and solidity fittingly emulating the Lagonda Motor Car.

KA7214 Lagonda 8704.

JOHN PASTON-GREEN.

2 Cannon Place,
Hampstead,
London, N.W.3.

We are pleased that we have been able to prevail on J. Goodhew to produce the following article, as we consider that this car is one of the most attractive 4½'s, and its performance is not belied by its looks. It certainly shows what can be done by judicious modification, without losing the character of the car.—ED.

THE GOODHEW 4½

I bought the car in 1944 and part exchanged a 2.3 blown Bugatti, leaving the car as I bought it for two years. The car was then sent to the old Lagonda works at Staines to have a complete overhaul and when I collected it, found that I was £160 worse off, but every part that needed renewing was renewed.

On starting competition work, although the car seemed mighty fast on the road up against every-day vehicles, on the tracks, oh dear, the car was a back runner, so during the winter we took the engine to bits and polished the head, took $\frac{1}{16}$-in. off the head, using the same flat top pistons and looked forward to 1949 events with a bit more hope, alas, we had found an extra knot or two, but others seemed to have found half a dozen, 1949 not so good.

During the winter, therefore, in preparation for 1950, we had the engine resleeved and fitted with high compression domed pistons, and throughout the season ran very trouble free, picking up several awards at Goodwood and Silverstone, 1950 quite encouraging.

Several times I had thought that the body could be lowered to give a better line to the car with a gain in less wind resistance, lighter weight, and less roll on corners. So having stripped all the aluminium panel work from the frame and worked out how much we would cut the robust bulkhead down, we decided that 6½ in. off the base of each wooden rib would do, with 7 in. off the base of the radiator, with an extra core section built on to take care of the cooling—the car has never boiled and never uses a fan. The stout aluminium bulkhead was cut off at the top, then the cut part was reduced 6½ in. then bolted back on leaving the same line for the engine cover to connect up to.

Having got the ribs secured, stayed and much stronger than previously, the aluminium panels were replaced, having pared 6½ in. off the base of them. The 30-gallon tank had to be reduced and now holds 20 gallons.

The body details are rather sparse but I think anybody who has this kind of body can do the same modifications, personally we came up against very few snags and everything seemed to tie up quite well. The engine was left pretty well alone, except that we took a further $\frac{1}{32}$-in. off the head, the only time the head gasket has blown was at Goodwood when the water pump drive packed up.

The gearbox has had to put up with a lot of punishment and during the process, three new sets of third speed gears have been fitted and a new set of each other gear, the third speed gears now fitted are a little wider section teeth and should last longer, I hope. Rear axle, springs, wheel bearings and all the rest of the bits are original, and look "touch wood," good for another fifteen years.

Tyres used are Dunlop racing 6.00×18 giving 29 m.p.h. at 1,000 r.p.m. in top, the car seems quite happy at 4,500 revs. Clutch has been drilled for lightness, but not too much and balanced, and we removed the front end balance weight. When the brake drums got rather badly scored, we had them skimmed out and fitted with steel liners, this was not good as during a race with Howarths car the heads of the rivets wore off and the steel inserts broke away from the drums and we were fortunate not to lock the wheels. We discarded the liners and

fitted an extra thick brake lining and these saw the 1951 season out. This season I have had new brake drums and drilled seventeen one-inch holes in each for cooling and a little less weight.

The fuel used for racing is 60 petrol 40 benzol, although on the road benzol being a bit scarce, the car will go quite well on 80/20. Shock absorbers are two Luvax and two friction type front and rear, the same ones fitted on the car since new.

For the future, we have toyed with the idea of shortening the chassis, but as the old car seems to get round the corners quite well, I think it will only remain an idea.

May I close by adding that my brother has shared at least half of the work to keep the car racing, and that most of the winter evenings are spent in messing about with the Lagonda and Alfa cars.

J. GOODHEW.

MISCELLANY

The Blackwell Average Speed Calculator has come our way, and for those with non-mathematical brains (no names) is a good way of working out calculations involving speed, time or distance. Obtainable from : H. A. B. BLACKWELL, Thermetal House, Garston, Liverpool, 19.

* * *

Noticed in *The Motor* of 23rd January, 1952, that the caption to the picture of shining Hendon police car engines says, 3½-litre Lagonda, but—we think it is a 4½ ! We must endeavour to enroll GPE 624 in the Club.

* * *

From *Motor Cycle*, 6th March, 1952 . . . 'we had the advantage of a good following wind and gave the outfit its head, letting it run up to 50 m.p.h. wherever possible. We were only once overtaken—and that was by a Lagonda car, which was being beautifully driven.' Who ?

* * *

Just beside the railway on a new factory site at Denham there used to stand every morning a rather battered low chassis 2-litre. Two months ago its place was taken by a very tatty Ford 8. Each morning it was there and each morning came the thought "perhaps the Lagonda is being rebuilt and will soon return to its place". This morning the Ford was gone and standing there was a distinctly muddy motor cycle combination.

* * *

At the V.S.C.C. Bisley meeting Mrs. Fisher's Wilbur was giving trouble with a broken gear selector spring. Despite dismantling the trouble persisted until Fisher junior (18 months) with masterly intuition apparently cured the whole trouble by posting the remains of his tea crusts through the change speed gate.

NORTHERN NOTES

The ommision of our chronical from the December issue was due to the Northern Secretary's lack of application to duty, for which he apologises. We have not been entirely inactive however. The Alvis Owners Club kindly invited us to take part in their Main Road Trial, which was much enjoyed by our five representatives. Sanders is to be congratulated on taking a place. Alvis also treated us to a Film Show at Ilkley. This, unfortunately, clashed with a Demonstration by the Dept. of the Clerk of the Weather, and a large portion of the many who applied for 'space' were kept at home by fog.

We reciprocated to some extent by inviting them to our Ilkley Treasure Hunt, and they provided the bulk of the entrants. The programme was a trifle longer than the day, but a reasonably cheerful party took tea afterwards at the Crescent. Hoggard returned very late with his attractive passenger: he said they had been looking for clues.

Another stalwart leaves the area—Elliot whom the R.A.F. require elsewhere. Among new members are Brewer who has finally seen the light and bought a Lagonda after experimenting with a vast number of other makes, and Ollier whose name appeared as a winner in the Sporting Press some time ago.

A hint for secretaries and others who have things to do and are naturally lethargic—arrange to meet a few Lagonda owners over a good lunch (for which they themselves pay) and make a few tentative suggestions ; the Northern Secretary came away from Knutsford a month ago with almost all the work entailed in the party taken off his shoulders. All he had to do was to motor home and write a few letters ; and from the irreverent remarks of some members of the Committee and Editorial staff he could have skipped that as well without loss to anyone. Actually of course, insufficient attention is paid by the education authorities these days to the first of the three R's.

It is a pity none of us had a camera that Sunday as there was a nice collection of Lagondas—and a diffident Ford—outside Cottons. There was a photographer at the party however, but he seemed only interested in the more frivolous side of the festivities. We trust to the good sense of the Press to refrain from publishing anything that might detract from the dignity and high purpose of the Lagonda Club and its officers.

It was extremely nice to have the Sports Secretary with us. We hope their long journey was worth while. We were pleased also to meet Long all the way from Surrey in his immaculate team car, but are sorry to report its fall from grace. There has been almost an epidemic of transmission trouble lately : Long having what must have been an epic journey home with only top gear left ; Sanders was minus third ; while we were in worse predicament on Christmas Eve with none at all, engagement of any gear failing to remedy a completely stationary condition.

Great tribute must be paid to all those who did the work : Page who laid on the hotel, Tucker who laid on the beds (and most comfortable they proved when it came to our turn to lie on them), Ollier who laid out the course of the 'Rally', Senogles, Blamey, Sanders, Vessey who laid on the driving tests, provided the vehicle and some most artistic club badges, and Allison who fixed the cars and dice and brought them all the way from East Yorks after work. Vessey too had quite a journey after work and must have been in some hurry as he once again forgot that he was coming to a Lagonda party. We must not labour the point however, as we have been seen in an M.G.

It is hoped to have some outdoor exercise in due course, probably with the co-operation of the Alvis and Aston Martin Owner Clubs ; also monthly rendezvous at which members of several one-make clubs will be welcome.

THE LAGONDA 24

This year's event was blessed with fine weather and a fine entry but the organisation did not come up to the same standard. The apparently ample strength of Marshals on the Friday evening developed into an alarming list of illness by Saturday afternoon. Then when on Saturday evening those who were coming to Wales from England began one after the other to report that they had broken down (not all in Lagondas), the situation became rather desperate. Hasty improvisation had to take the place of the

necessary careful previous briefing and the sense of uncertainty which came to prevail both at Control and at the Checks could not help but be communicated to the competitors and thus spoil their enjoyment. The organisers would like to take this chance of thanking those marshals who by considerable extra work managed to keep the event going and to the great majority of competitors who appreciated the difficulties and managed to enjoy themselves.

The telegram Bonus Section which started the Event was a great success. Although not very difficult to score the maximum it put everyone on their mettle. Some of the routes taken were ingenious in their efforts to find the maximum of straight road without having to go too far to find it. High spirits were exhibited by Sedgwick. "Dorking. If this isn't 75 miles away I'll eat my Supplementary Regulations." Stark, doubtless still full of Monte Carlo memories, began "Oxford. Maintenant nous prenons notre depart." Then followed from Cheltenham "Premier arrete aux bains" and finally "Not withstanding previous communications party back where they started howsoever." The one we liked best, however, came from an almost lyrical Edwards "Tempting fate by starting late. Combined age one O eight."

The start and acceleration test on Edgehill aerodrome was coldish for those who had to remain there for a long time. Although the course had to be cut down to one of about 300 yards some very quick times were put up. Bob Wright was $1\frac{3}{5}$ seconds faster than the next best, Bremner, in a blown 2.3 Alfa. Patrick Stark's Vauxhall managed a time identical with Leo's $4\frac{1}{2}$ Lagonda and Sedgwick's $4\frac{1}{2}$ Bentley but the larger cars did not have the best of back axles for this sort of exercise. Towle's 30/98 managed 18 seconds dead but Elton equalled this with his $4\frac{1}{2}$ Bentley. The modern Bentley entries were faster than expected and the T.D. M.G. of Hopkinson exceptional. Crocker at $21\frac{2}{5}$ths showed Letcher that a 16/80 can give $\frac{2}{5}$ths of a second to a 2-litre.

Cars took three different routes at Chipping Norton from whence they had an easy run up the main road to supper at the Linden Manor.

After supper the route was fairly easy up to Tenbury and on to Richards Castle where there was a time check. From there to the Frontier Post north of Presteigne was, however, the most difficult section of the whole rally and only Bremner with the Alfa got through on time. Just before the frontier competitors were faced with the choice of a yellow road round a hill or a white one straight over it. In fact the latter had a surface little worse than the other and gave a big advantage to anyone with enough horse power to take it.

At the Frontier the Customs post was floodlit and a very merry party of officials were in attendance to welcome competitors to the Principality. A printed form gave them guidance as to certain Welsh Customs and told them that as it was St. David's very day they would be well advised to have a leek before entering. A questionnaire had to be filled in before vehicles and inmates were passed as fit for entry. The Vehicle section demanded to know the capacity of the car and % proof whilst passengers had to declare their incapacity in litres per ton mile dry. For medical reasons they were asked how far they would go for a Burton and amongst many other matters whether they suffered from prickly sump or gravel rash. A very deaf doctor carried out medical examinations.

The stop and restart test that followed was only to sort out competitors into three groups for the Observed Hills in the morning. Since these had eventually to be cancelled it had no effect upon the rally at all except to decide that the Observed Hill award should go to the best performer, Marcus Taylor. Too much power was used by the majority of competitors and all the best times were put up by carefully light-footed performers.

From this point competitors spread out in two directions. In one a very close section lost many marks before cars reached the hospitable New Inn at Llanbadarn-Fynnyd. In the other, competitors started on the Night Navigation Test. As it happened this turned out to be no more than a test of Regulation reading not Map Reading. It was not anticipated, nor intended, that more than one or two of the most geographically observant competitors should get round the whole of the test and for this reason it was so marked that it was necessary to give up and head for the finish so as to arrive there at the very most two and a half hours after the start. Alas the majority ignored this and either headed up impossible lanes or, determined to get through somehow, bogged down in some morass. Holland Birkett showed that it was possible to complete the course as intended, a few competitors showed that many marks could be gained by a quick visit to the first two or perhaps three points before leaving at once for home but alas the majority spent so long getting into worse and worse trouble that not only did they gain no marks for the test but ruined all chance of being able to continue the rest of the rally remotely within sight of their scheduled times. This was most unfortunate and caused a lot of unhappy comment.

The journey from the New Inn to the Regularity Test offered a choice of routes. Most competitors who were able to start on time had little difficulty with the required average whichever way they took.

The Regularity Test was "Made" by the kind help of Col. Ropes and a party of wireless signallers from the Tonfanau Royal Artillery Camp. The notorious difficulty that stop watches will not run accurately over a long period was solved by the constant communication possible between Checks and Control. Many competitors do not seem to have realised that the marking system for the test gave more marks for exact regularity than for an overall average of 33 m.p.h. Quite a number had not read the instructions given them at the start and ploughed on down the hillside by the road that had purposely been deleted because the surface had recently become impossible. The larger cars were, as was to be expected, very much better at this than the smaller ones. Many a performance that lost nearly maximum marks in Class B would have been amongst the best in Class A. Ideally there should have been a different average for each class but this would have made timekeeping much more difficult and it was hoped that competitors would realise that it was regularity not the average that brought home the money.

The morning bonus section was only taken by the leading competitors as the remainder were too late or too hungry. The Brake Test which should have been a gift for the modern cars in fact proved that it's easier to tighten up the cables than to tie a knot in the hydraulics. The best performance of all was Loch in his 1928 Lagonda 2-litre with Leigh's very good looking new Sunbeam Talbot fractionally behind. Many competitors stopped on rather than astride the line and Ambrose found it difficult to judge with his billowy coachwork and failed.

The other morning test was more a trial of concentration and doing the right thing in a hurry. Some competitors panicked at freewheeling backwards down hill but Hopkinson was both fast and neat with the M.G. and Bob Wright showed that a lot can be done by sheer POWER.

The run to home began with a rather stupid mistake at the intended Fast–Slow Test, but was not difficult. Fifty-one of the sixty-nine starters clocked in at the Linden Manor but only forty-three of these had completed the whole course.

There were all the usual stories to be told at the end. Robin Abel who won the event last year put all his spare plugs down one hole and then borrowed some. Nancy Binns had an idea that one section was quicker across country but failed to notice the presence of a deep depression. The crew that reported her plight suggested that

at least two horses would be necessary but by the time the two Stewards had set off to help she and Margaret Holden had so applied the local fence and the law of levers that they had lifted the Jupiter out themselves. Johnson came to the finish with his Mk VI Bentley looking as spick and span as when it set out ; obviously someone had found the right way round. Dixon's vintage Austin 7 also completed the course but it was a bad day for the promoting Club who lost most of their entrants during the night. The only Lagonda that looked like keeping the pot at home unfortunately forgot to call at one of the Controls.

Summers's M.G. left the road at the wrong place but the crew walked in to the New Inn none the worse. The same alas could not be said for the car. The M.G. team easily took the team award with a most consistent performance which was all the more creditable considering that most competitors considered it prudent to fill at least one of the back seats where they had them.

The co-operation of the local people, especially in the Welsh areas was remarkable. The cheerful way in which the excellent breakfast was served at the Radnor Arms was also exceptional.

Congratulations to all the award winners, especially the Ambrose brothers who lost only six minutes on the whole road section and to Wilkinson who had the only pre-war car, a 1937 A.C., in the first six.

LAGONDA acceleration test times

Freeman Wright, 4½R...	14⅕
Battrick, M45	17⅖
Heatley, Special ...	18⅕
Sanders, 3½	19⅗
Standley, 3 S	23⅕
Leo, M45	18⅖
Balmforth, 3½ ¼ ...	19⅗
Elliot, 2...	22⅗
Edwards, 16/80 ...	22⅘
Abel, 16/80	23
Vincent, 2	23⅗
Letcher, 2	21⅘
Greg, 16/80	24⅖
Loch, 2	23⅕
Long, 2	22⅗
Crocker, 16/80	21⅖

Winner. J. A. Ambrose, Hants. & Berks., Ford Zephyr. 51 marks lost.

Awards. *1st Class* : S. C. Wilkinson, A. C., 84. P. Stark, Vauxhall, 89.

2nd Class : H. Birkett, Morris, 86. R. Hopkinson, M.G., 93. G. Whitehall, Bentley, 153. D. Hutton, M.G., 167. G. Tapp, Buckler, 192. J. Williamson, Riley, 198. S. P. A. Freeman, Healey, 263.

Best Vintage Car Award. S. Sedgwick, Bentley 1928, 4½, 218.

Lagonda Awards. D. Greg, 16/80, 250. R. Freeman Wright, 4½R, 617.

Best Navigator. (Since the winner was navigating his own entry) the navigator to S. Wilkinson.

Test Awards.

Acceleration Test : R. Freeman Wright, Lagonda 4½.

Observed Sections : M. Taylor, Special.

Regularity Test : J. J. Murray, M.G.

Navigation Test : H. Birkett, Morris.

Detailed results will be sent to all competitors and marshals during the course of the week.

* * * *

Midland Event. Wareham received only one letter in response to his offer to get a Midland event going. Unless midlanders get their pens out quickly they will have to travel to their fun. A pity when there is someone good enough to help with the work. Last Chance. Wareham's address : T. Harry Wareham, Hay Wood Cottage, Five Ways, Hatton, Nr. Warwick.

Silverstone. Response for the suggested Lagonda race has been negligible and the idea must be abandoned.

CARE AND MAINTENANCE OF THE 2-LITRE SPEED MODEL LAGONDA

Reprinted from "The Autocar," 19th July, 1929 **PART III**—(*Conclusion*)

Very little attention or adjustment to the clutch should be necessary. The clutch linings are $\frac{3}{16}$-in. thick when new, the spigot is lubricated automatically from the engine, but an additional oiling point is provided through a cheese-head screw in the clutch shaft. The six coil clutch springs are behind the floating plate in the flywheel, and are non-adjustable. The withdrawal mechanism has small oil cups, and the clutch itself an oil nipple into which oil should be sparingly forced with the gun.

The clearance between the clutch fork and the withdrawal mechanism should be maintained at 0.02 in. The clutch stop has two adjustments, one being the nut behind the coil spring, which brings the stop into play later or earlier. For this the locking nut shown in the illustration should be slacked and the tube turned by means of the tommy holes provided, being rotated clockwise to bring the stop into action later, and anti-clockwise if for any reason it is desired to use it earlier.

The Clutch Stop

The actual strength with which the clutch stop acts upon its disc is varied by the nut behind the coil spring, the tension of the spring being increased or decreased as required. As a rule the stop should be set to come on hard only at the end of the pedal's travel. If it is set to operate too early it may become difficult to change up at low speeds.

The gearbox lubricant is Castrol R, the filling orifice being on the near side, and the level in the box should be about one inch below the plug face. At intervals of 5,000 miles this oil should be drained away by removing the plug beneath the box, the box itself cleaned out and then refilled.

At the rear of the gearbox is the speedometer drive, which, by the way, is altered to suit any one of the various gear ratios available for this car, the variation in ratio being made by changing the bevel. The following ratios are offered : 4, 4.2, 4.4 and 4.66 to 1.

The gears are kept in mesh by locking plungers backed by coil springs, these plungers being behind the square-headed plugs locked by a single metal plate on the side of the gearbox. The upper plunger controls first and second, the middle plunger top and third, and the lowest plunger of all is concerned with reverse. The plunger spring tension should be increased slightly if any of these gears tend to come out of mesh.

Transmission Lubrication

Behind the gearbox are the universal joints, which are lubricated with the oil gun by means of a nipple placed in the neck of the propeller-shaft itself, one at each end. The joints require attention at intervals of 1,000 miles.

At the forward extension of the propeller-shaft are splines which allow for the lengthening and shortening of the shaft when the springs of the car flex. The propeller-shaft itself can be removed without dismantling either the gearbox or the back axle. The rear axle is also lubricated with Castrol R. The filler cap is situated in an extension of the axle casing and the correct level is one inch below the filler plug face.

To deal with the hub assembly is quite easy. The Rudge-Whitworth wheels can be taken off in the ordinary way and the brake drums are held by a ring of nuts on studs to flanges on the hub so that the drum itself can be detached, thus exposing the shoes. If a question of withdrawing the hub altogether is involved the split pin locking the nut inside the hub can be taken out

through the hole provided for the purpose and the hub drawn off with a special "puller", there being no ball bearings in the rear hub itself.

Removing Axle Shafts

Behind the hub are the ball race and two felt oil-retaining washers which are incorporated to prevent oil from the axle reaching the brake drums. The ball race housing is held by six nuts, though at first sight it appears to possess eight. It will be noticed that two of the eight are not actually on the hub, which is slotted to clear them. These two nuts should be left alone, the remainder being undone, and then the ball race housing can be withdrawn and the ball race extracted from inside.

The axle shaft will come away with the hub or can be withdrawn by itself if the latter be detached. The brake shoes have pull-off springs at either side of the cam, and a special Lagonda tool should preferably be used in order to release any of the springs or to attach them again. On the face of the shoe, touching the cam, is a metal piece behind which shims can be placed to compensate for wear. When new the brake lining is $\frac{1}{4}$-in. thick.

The front hub has two adjustable taper roller bearings, one of which can be extracted from the outside and one reached at the back of the hub. The hub is retained by a single castellated nut and can quite easily be removed with the bearings without the use of a "puller". The brake shoe release spring seems at first sight to be a little difficult to deal with, but if the axis pins are unbolted and withdrawn the shoes can be moved sufficiently to one side to release the spring altogether.

Each stub axle has a plain bush at top and bottom, the axis pin being put in from underneath and secured at the top by a nut, below which is a thrust washer. If very large tyres are used and there is a tendency to wheel wobble, it is best to replace the ball thrust washer with a plain thrust washer.

Brake Adjustment

For ordinary purposes all four brakes are taken up simultaneously with the hand wheel adjustment behind the brake pedal, accessible when the off side of the bonnet has been raised, but the cables at the back can be adjusted individually with the aid of special hexagon nuts, and the brakes at the front also have an individual hand wheel adjustment.

To set the brakes properly all four wheels of the car should be raised, the front wheels should be pointing straight ahead, and the front brakes be dealt with first, making sure that the two sets of shoes are applied with equal force. The rear brakes are compensated, and the set screws, which act as stops, should be used to ensure that in the release position the shoes do not touch the drums, the slack in the cable being taken up with the adjustment provided.

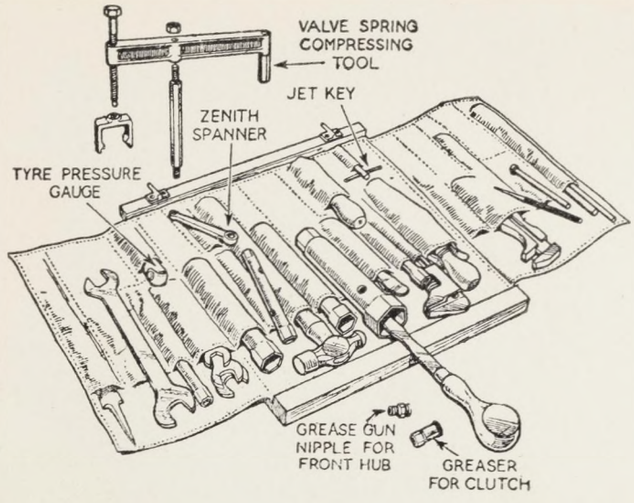
The compensating mechanism is in a box by itself, and is lubricated by means of the nipples in the group outside the frame, the oil gun being filled with Tecalemit lubricant. The tyre pressures recommended are 33–36 lb. back and front, and 50 lb. for track work.

The thread used throughout the chassis is B.S.F. up to $\frac{3}{8}$-in. diameter, and above that size 16 T.P.I. ; the only left-hand threads are those on the revolution counter drive and stub axles, apart from the Rudge-Whitworth wheel nuts.

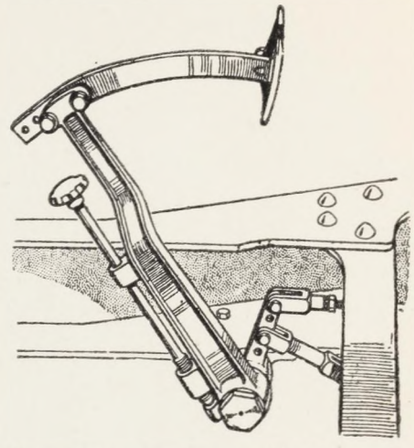
Finally, the Lagonda speed model is naturally a fast car and equally naturally it can be made faster if its owner so desires, but one of the chief points to remember is that when once a certain stage is passed increased speed must necessarily mean the increased possibility of trouble. The owner must face the question as to whether the one satisfactorily balances the other.

Keeping the Tune

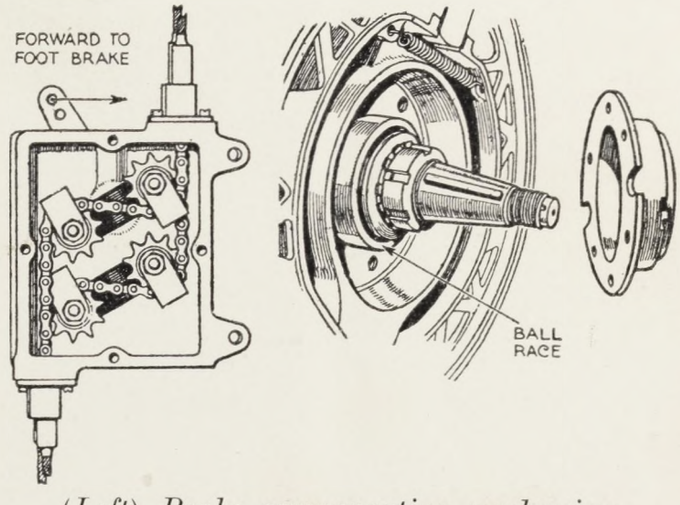
There is a further point. A car in its best tune for competition work cannot, and will not, retain that tune if used for everyday



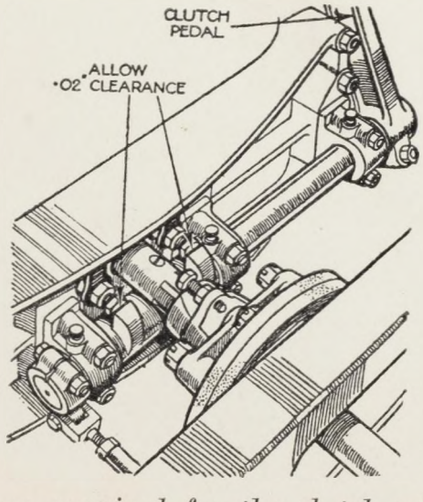
The tool kit, showing the purposes of some of the special items included in it.



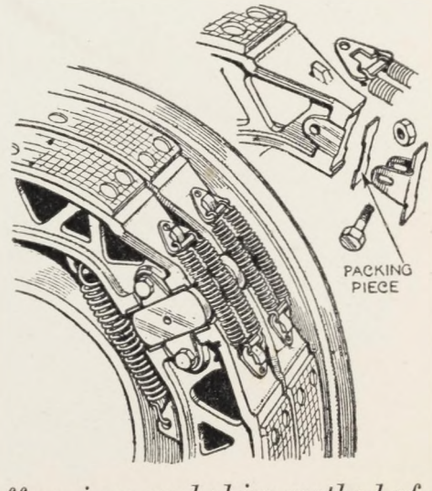
Main adjustment, immediately behind the pedal arm, for all four brakes.



(Left) Brake compensating mechanism. (Right) Showing the location of the main ball race in the rear hub.

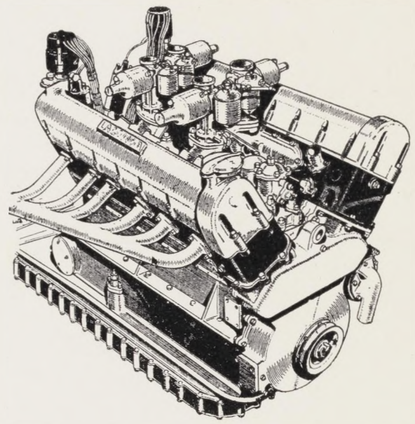


Clearances required for the clutch withdrawal fork.

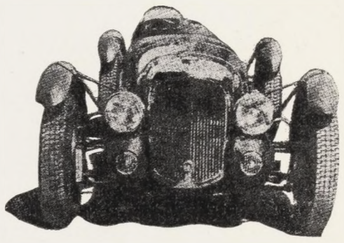


Pull-off springs and shim method of adjustment for the rear brake shoes.

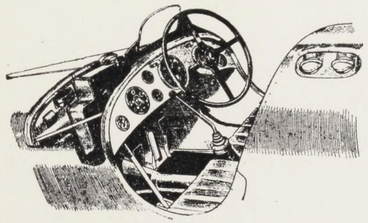
DEVELOPMENT. The engine of the new car is substantially standard but has revised carburation, higher compression and a sump deepened, by the use of a plastic distance piece, shaded black in the drawing, to give better cooling and greater oil capacity.



THREE ASPECTS.—ONE, on the right is a head-on view of the car showing the low radiator and mounting of the headlamps, also the independent suspension which is standard Lagonda practice, employing double wishbones and torsion bars.



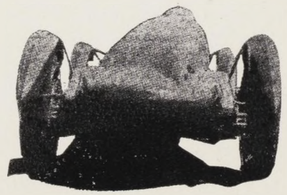
CARBURATION. Left can be seen the lay-out of the two S.U. carburettors which are used on each bank of cylinders, An exhaust hot spot is used with cross connection from one bank to the other, the flow being derived from pulsations in the manifolds.

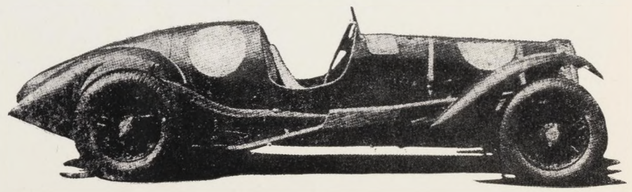


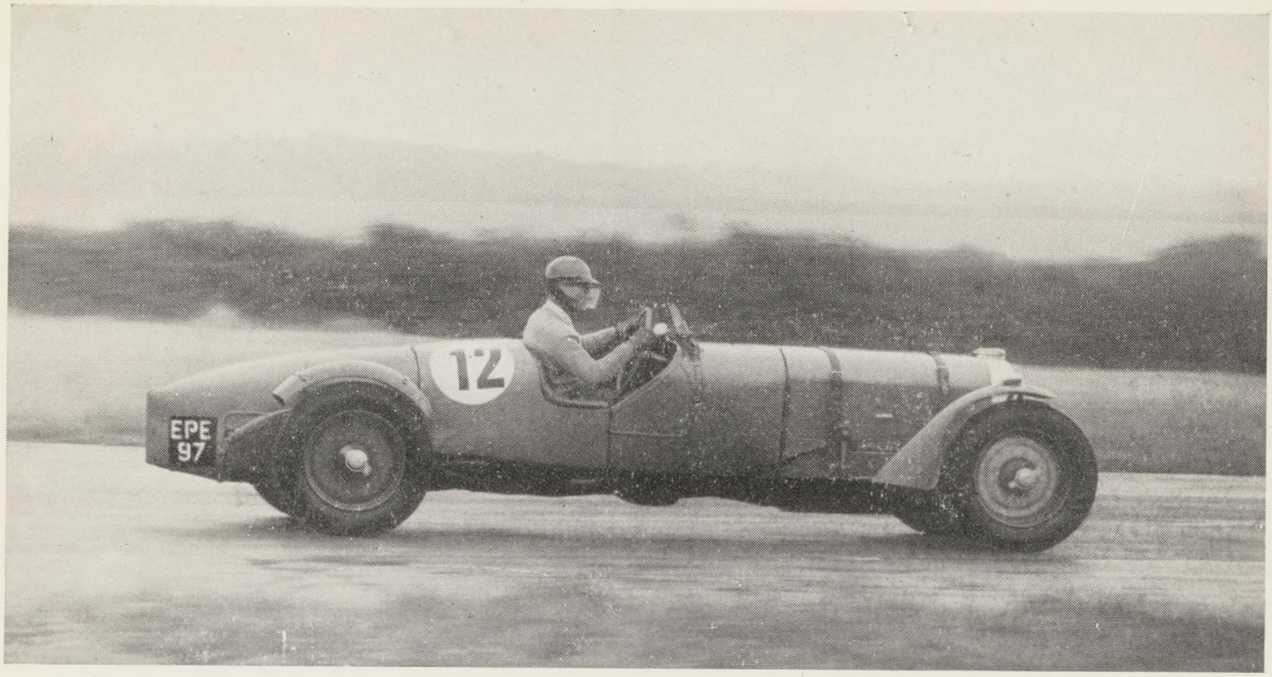
TWO, left can be seen the cockpit of the car with large revolution counter, twin filler caps, small aero screen supplementing the regulation wire screen and very handy gear lever.

AND, THREE, the side view of the complete car, shown below, illustrates the useful blend of practical utility with advance technique which is typical of W. O. Bentley's designs.

TAIL-VIEW OF LAGONDA. Note the offset streamlined fairing.







J. Goodhew's 4½ in action at Silverstone A-M meeting, 28th July, 1951
Photograph by Guy Griffiths.

A 2½ litre Lagonda Saloon—the only car of its type in the 1952 Monte Carlo Rally.
Drivers: C. Vard, B. Macartney-Filgate, W. Young. Navigator: Dr. Jackson.
Photograph by Louis Klemantaski Ltd.

hack-work and cannot be expected to maintain its best condition. With any machine care and attention are repaid a thousand times, much more so in a speed model. It is upon the ability of the driver and owner to discover the first indication that attention is required by some part that everything depends ; certainly the size of the bill for attention, adjustment or repair is thus defined. Emphasis is therefore laid on the fact that increased speed may mean not only temporary increased expense, but may well involve the owner in considerably greater upkeep charges later in the life of the car.

Shock Absorbers

In regard to shock absorbers, for instance, it is obvious that if the friction between the plates is correct for very fast work the effect of that friction will be to make the suspension unduly hard for town work or ordinary touring. Similarly, shock absorbers may be tight enough for touring, but, so set, they will not be suitable for speed. Above everything, shock absorbers need to be exceptionally tight if there is any possibility of wheel slip or judder on a gradient.

Important Notice — Remember this article was written in 1929 and vegetable and mineral oils do not mix !

∴ Consult Technical Adviser before topping up with Castrol "R"!—EDITOR.

NORTHERN PARTY

The Northern Section Party at Cotton's Hotel, Knutsford, was a tremendous success. Representatives from all the prominent one-make Clubs in the North were there as well as lots of Lagondas. At Cotton's itself there was a magnificent buffet which ran at high speed until a late hour for those who needed nourishment to revitalise them for the exercises that went on up stairs. Above there was dancing for those who wished to dance and driving tests for those who didn't and were able to get out of it.

Early arrivals found Henry Coates, John Vessey and George Sanders putting the finishing touches to a fiendish tricycle whose positive gearing and negative steering made the driving test impossible until much later on in the evening. Soon the hotel was filling up and over a hundred people were thoroughly enjoying themselves. Long, up North on business was telling the locals that it was possible to drive through Liverpool in top gear, he'd just had to do it and conversation ranged from motor cars to moonshine.

At ten o'clock Coates arrived downstairs honking hard on an enormous bulb horn to summon everyone above for the Knutsford Rally. A course had been laid out across the ballroom floor rather on the snakes and ladders principle. Hazards included zebras and traffic cops and progress was decided by rolling two of the most enormous dice that anyone had ever seen. After an exciting race between the protagonists representing all the invited Clubs, Mrs. Grimsditch threw her way to a great victory for Lancia.

Fun and games continued to the early morning. Mrs. Boardman proved the terrible trike to be controllable and Coates himself had to show us how to put in F.T.D. on a difficult circuit where the cars were controlled by magnets under the table.

This was a great party and firmly put the section on the map. These things don't just happen, they take a lot of work. How well the Northern Section did it everyone there will know. What about someone putting on a similar show in the Midlands or the South.

SPARES AND TECHNICAL TOPICS *by* I. FORSHAW

Spares Register and Technical Advisor :
I. FORSHAW, *"Lyngarth", Sandecotes Road, Parkstone, Dorset.*

The writer expresses warm appreciation of a very large number of Christmas cards, some as yet not acknowledged. He apologises for a disruption of the service following this holiday, finding forty letters awaiting his return ; and again some weeks later when his wife fractured her ankle, causing domestic chaos thereby.

Instruction Manuals. Photostat copies of the makers' original manuals are available from me for 4½-litre M45, 4½-litre Rapide, 3-litre, 16/80 Special, 2-litre, Rapier, E.N.V. Pre-selective Gearbox. In course of preparation—3½-litre and the notable early 2-litre book which was the work of Hugh McConnell. The price, which covers production costs and incidental expenses, is 27s. 6d. each, except for the E.N.V. manual, which is 17s. 6d. Note—all later Lagonda instruction books were of the loose-leaf type and, whilst being complete for the purpose for which they were compiled, have various breaks in the sequence of page numbers. These omissions are intentional so that as other useful matter is collected additional pages can be added in their appropriate sections. This explanation is intended to forestall angry demands to know what use has been made of the missing pages.

Starting. An ingenious modification by Lowther embodies the fitting of an auxiliary starter button on the headlamp tiebar, or in some other place where it may be conveniently operated with the left hand whilst using the starting handle with the right. This, he says, he has done with all the cars he has owned, using a separate switch in the neighbourhood of the starting handle stowage clips to put it out of circuit.

Rapier. E. D. Abbott's of Farnham offer new front wings with running boards at £10 a pair. Rear at £5 a pair.

Brake Drums. 16/65, 2-litre, 16/80 and 3-litre cars. The original internal diameters will assist in gauging the extent of wear—front drums 13⅝-in., rear 13¾-in.

Recommendation. Whetham strongly recommends Poole and Morgan, 15 North Street, Leatherhead, for electrical work.

Sparking Plugs. 4½-litre Meadows engine. Ziar's engine appears unusually sensitive to plug troubles and after one or two mis-hits Feltham fitted Lodge H I P, of which he cannot speak too highly. What annoys him is that others appear to get equally good results on plugs costing about one-third of the price, but which his particular engine will not tolerate.

Supercharger. 4½-litre Meadows. A virtually unused Wade installation is offered for sale. Enquiries direct to Stanley Newbold, *c/o* Pat Whittet & Co., Ltd., Whinlands Works, Macdonald Road, Lightwater, Surrey.

Bonnet Lacing Strip. Kerridge was quoted 1s. 6d. per foot but through trade channels finally got 15 feet for 5s. He very kindly offers assistance in this respect to any member in need.

Gaskets. Plexeal jointing is made of laminated aluminium sheet and certain specific advantages are claimed in addition to easy cutting. Huffadine had a cylinder-head gasket for his 16/80 cut to pattern in two days for 22s. 6d. Details of this jointing and the service offered from, Plexeal Ltd., Haddenham, Buckinghamshire.

Tyres. There is an enquiry concerning excessive and uneven wear on the outer part of the tread of tyres on the front wheels. Lagonda steering wheels have a pronounced rake outwards, causing the outer part of the tread to bear more heavily on the road than the inner part ; this condition is much aggravated if the tyres are run under inflated. Such abnormal wear is unusuual if tyres are run at proper pressures, but

it can be equalised by turning the tyres round at intervals of some thousands of miles ; it will be appreciated that it is not sufficient merely to change over the front wheels. The reasons for uneven or lumpy wear are not clearly understood, but attention should be directed to the conditions of steering heads, adjustment of wheel bearings and steering connections, balancing of wheels, correct toe-in and alignment, proper shock absorber adjustment, and once again correct pressures. Some types of tyre tread appear more prone to this fault than others.

Service. Members are lax in returning borrowed spares, tools and manuals. This is frequently a serious inconvenience to others and the continuance of these services is placed in jeopardy. Loans in future must be conditional upon return within a stated period, unless other understanding is reached.

Spares continue to circulate freely and most parts for 2-litre, 16/80, and 3-litre cars are available, and some items for other models. The following spares of general interest are offered—1 pair P100 headlamps, 1 pair P80 headlamps, several Lucas glasses for P100 lamps, first-class tyres in 18-in. and 21-in. sizes.

Chat. After a wretched winter the call of the hibernating Hedger and Ditcher is faintly heard, and the season of broken half-shafts and bent dumb-irons is again upon us.

Coate's supercharged 2-litre scores a notable success in the Nidderdale trial, making the best performance. McIlvenna beats all records with a letter of 18 pages, plus a few notes on the outside of the envelope for good measure. After three months in America driving what passes for a motor car in that part of the world Costigan returns with relief to his Lagonda. Collins is posted to Suffolk and finds quarters with a motor-cycling parson of eighty years of age ; he writes that nothing will keep him away from the Southern Rally, which is regarded as the family's annual fling. Certainly all who have been present previously at these splendidly organised events will move heaven and earth to attend.

Readers of 'Horseless Carriage,' a costly work by L. T. C. Rolt, will find grievous mistakes in the short passage on Lagonda. For his information the 2-litre car was introduced in late 1925, not 1927 ; its twin overhead camshafts are driven by two roller chains, not one, and 'agricultural' though Mr. Rolt may consider this to be it is yet silent, efficient, and easy and cheap to renew ; this engine was certainly not succeeded by a push-rod 4-cylinder unit, and the Rapier is of 1,104 cc. capacity, not 1½-litres. The author appears ignorant of the early history of the company and one must hope that the material comprising the remainder of the book springs from closer knowledge of the subject.

Walther's Purge seems likely to appear in school history books with Pride's Purge of long ago. The Higgins-Whetham correspondence on radiator troubles has come to an abrupt end and Whetham concludes that Higgins has misunderstood the directions and swallowed the stuff. Whetham, incidentally, is now at Air Ministry and finds an excellent house with a private lake for his children to fall into. His Rapide, despite bulk which has smashed the manhole covers in the drive, records a latest consumption figure of 19.4 m.p.g., which must give food for thought to owners of lesser cars. In Scotland Rider questions the thirst of his 16/80, but 20 m.p.g. at 45 m.p.h. is better than most. Lyne buys Tomlinson's 2-litre saloon and, awaits the Budget with dread, describing himself as one 'of the marginal fraternity.'

Paul Farnes writes from Ismailia, looking forward to his return in July, 1953. In the same troubled area MacIver, R.E.M.E. Officer *i/c* Postings, achieves an ambition by posting himself to command an airborne workshops ; whilst Heelis strips his engine in the desert and with the bits strewn

around in the sand declares that he has never seen such a beautiful job in his life.

In a book on eccentricity I find that " . . . in the West of England the last member of an old family lived in one room of the family mansion and pampered a trait of childhood he had never grown out of. He bought old cars and lorries. They were dumped in the orchard. There, with the apple blossom falling on to dismantled cylinders and big-ends, he would pick the old cars to pieces with spanner, pipe-wrench, blow-lamp, unhappy till every screw and bolt had been removed and all the numberless fragments lay about on the grass." This the author calls an 'amiable eccentricity,' but had he held such office as mine he would know that this strange man has his counterpart in every corner of the land and is a creature so commonplace as not to merit the title of eccentric. I commend to critical wives the expression "amiable eccentricity," more clearly defined later when we are told that "it was not an amiable thing when Squire Waterton received you in the hall by growling and barking and snarling around your feet as if he had been a dog."

Congratulations to Hartop, contemplating marriage in the spring ; he is obsessed by the housing problem and it is more than probable that the nuptial home will be Boadicea, his car ; he is emphatic that his fine photograph album will go on—contributions, not less than postcard size, to Clock House, Brickendonbury, Hertford. Swaby is posted from N. Ireland to the airfield at Benson, unhappily in the middle of a major rebuild. There is a charming compliment from Simkins, who promises to bring for my examination 'the car' built by 'correspondence course.' Stark exchanges his 2-litre for Coombes' 3-litre and is well pleased with a petrol consumption of 20 m.p.g. Roberts peers again through the tortuous induction passages of the 2-litre and wonders why the inlet valve timing is so late.

Adventure burns fiercely in Hamish Moffatt of the iron constitution ; he will celebrate his discharge from the Army with a most ambitious tour of half Europe in his 11.9. Co-drivers welcomed but must act with speed as Hamish appears to have the bit between his teeth ! Booth completes 25,000 miles in his 2-litre without trouble ; Charlton, a new owner, covers 5,000 miles in three months without spending a penny other than for petrol and oil—twenty year's old reliability putting modern cars to shame. What Townsend calls a Dagenham Dasher smote his Lagonda under the tail, damaging his spare wheel carrier ; by contrast the Dasher suffered shocking displacement of metal, even into engine and chassis. Both Standley and Young now have 3-litre Selector Specials with the Maybach transmission giving eight forward and four reverse speeds ; unfortunately, the immediate advantage is not so great as would at first appear, the second set of ratios not being well chosen. Kennedy owns one of the rare 16/65 Lagondas, fore-runner of the 3-litre, and has a spare engine bored × .080in.

Chassis frames grow in Arthur Fisher's garden. Hall, Clarke, Morse, Orton, Kerridge and Bussey are amongst those completing extensive winter re-fitting—it is good to see how the general condition of these old cars is improving year by year. Fuller knocks out the big end of the family sewing machine making weather equipment for his Rapier. Tweedie-Walker, unaccountably silent in Birmingham, has set a fashion with 'Yours ropily' ; thus a member with rear axle trouble becomes 'Yours toothily,' G. P. W. Taylor—following a long dissertation on his gearbox—'Yours gearily,' whilst poor Heelis in Egypt is 'Yours sandily.' The other Taylor strips his Auto-Klean fitter for servicing ; he assures me it contains 156 sets of little discs which he scraped painstakingly on both sides by hand—production rate was 46 an hour, falling as industrial fatigue set in. In the flush of new possession he wrote to previous owners of the car for its history ; one replied " . . she drank fuel at about 10

m.p.g. as I could never get the mixture right and no one round here could advise on the proper needles to use. Maximum speed was 96 m.p.h., but there is a catch—you have to jack up the back wheels."

In 1770 a member of Parliament introduced the following Bill: "That all women of whatever age, rank, profession or degree, that shall impose upon, seduce, and betray into matrimony, any of His Majesty's subjects by the scents, paints, cosmetic washes, artificial teeth, false hair, Spanish wool, iron stays, hoops, high-heeled shoes, bolstered hips, shall incur the penalty of the law in force against witchcraft and like misdemeanours, and that the marriage, upon conviction, shall stand null and void." There is no trace of this Bill having reached the Statute Book. A pity.

During an engine overhaul Simson finds three cast iron pistons mated with one aluminium, evidence of catastrophe long ago. Many members plan the renewal of the fabric on tattered bodywork and Martin is preparing a useful paper on this subject. Die-hard Martin has succumbed to that insidious pressure of which I have so often written and buys a 39 h.p. V8 F.W.D. Cord, which on its overdrive gives 40 m.p.h. at 1,000 r.p.m. Surely a sufficiently interesting car to be seen at one of our Rallies. In far Perthshire, Scott-Barrett uses his 16/80 as a tug for his caravans, and on Old Year's Night delivers one such at 22.00 hours; which for a Scot spells inebriation or brisk business indeed. Bolton completes the rebuild of his fantastically smashed Rapier—the rear engine bearer was a jig-saw of fifteen pieces.

Tortoise Taylor's letters are masterpieces of erudition and wit; he revels in analyses of the most abstruse problems and loses himself in the intricate design he creates. He is one of the few Lagonda owners with any pretensions to ability in spelling. Hodges writes for a manual so that he may know what is underneath his Rapier—his girth, he says, is such that he cannot crawl there to find out. Hill-Smith is incensed by the loss of his capstan-bar radiator filler cap, stolen in broad daylight in a London street. Elphinstone's sister buys the Medlicott car, the family team now including 4½-litre, 3½-litre and 16/80 models.

In Kenya, Morgan sells his 3-litre, the hard ride on appalling roads proving too much for his infant family. Chris Letcher works day and night rebuilding his gearbox for the 24-hour Rally, but clutch trouble finally compels his retirement. In Penzance a most extraordinary position prevails—three dentists own three Lagondas but there is no communion between them; yet a few miles distant at Newquay member John King is mine host of the Red Lion and the enthusiastic owner of a 4½-litre M45. (Advt. in anticipation of a Cornish holiday.)

The inspecting Admiral has gone his way and Brook's car is back in the naval workshops in Londonderry but work is so protracted that it has become known as the Time Lag. Brooks was entertained to overhear a Petty Officer admonishing one of his fellows, "Stevens, write out 100 times 'I must not make fun of the Lagonda car.'" Bosworth engineers three months winter sports in Switzerland under the cloak of business; there are, he finds, no duck ponds at the end of the ski runs. Clarke is posted to Circencester and is delighted to be nearer the centre of Lagondic activity.

Cooper's co-pilots at Northolt have christened his car Cumulo-Himbus, this being a cloud full of thunder, lightning, hail, snow, ice and rain, and highly dangerous to go into; the air stewardesses, he says, endorse this latter statement. This, I think, will be the point at which Cooper will conceal the Magazine under the family table, and also that at which these notes must end. This is the eve of the Budget and the usual castigation of the Government will be withheld until it is seen whether sanity and commonsense have penetrated the depths of the Westminster jungle.

LAGONDA FOR LE MANS, 1939

Reprinted from "The Motor" of 13th June, 1939.

For months past the Bentley-designed Lagonda entry for the Le Mans 24-Hour race has been the subject of discussion amongst enthusiastic motorists. This is not without justification, for the last British car to win this race was a Lagonda in 1935, and W. O. Bentley's designs were victorious no fewer than five times, in the years 1924, 1927, 1928, 1929 and 1930. Yet it should be emphasised that this latest venture is in the nature of an experiment with a view to trying out the product and collecting data for an intensive effort next year.

This notwithstanding, everything possible has been done to prepare the cars which will thoroughly and adequately represent the best in British automobile engineering. The 12-cylinder engine and chassis has, of course, been chosen as a basis, its power unit being particularly suitable for development in sports car racing. It has small cylinders with high bore : stroke ratio (1 : 1.13), and, therefore, a capacity for developing high r.p.m. and considerable b.h.p. per litre. In standard form the engine gives approximately 175 b.h.p., and this has been raised to between 200 and 220 b.h.p. by various modifications.

The compression ratio has been raised somewhat, but more important is the completely new induction system. Whereas the standard car has two downdraught S.U. carburettors, the Le Mans model has four S.U. L.4 types, these being disposed two to each bank of cylinders, as can be seen from one of our illustrations.

Air silencers have, of course, been deleted, and as a further interesting point the cross section and area of the manifolds have been reduced. This, in conjunction with modified valve timing, gives not only an increase in output at over 5,000 r.p.m., but also improved low end torque, with consequent benefit to acceleration.

On a circuit through a number of slow corners rapid pick-up is, of course, vital, and, with this in view, no effort has been spared to reduce the all-up weight of the car by every possible expedient. To this end, the box section frame members are drilled out, as are the wish-bone arms, brake drums and sundry other components.

In addition, much lightening has gone on by details, modifications and changes in material. Thus, the steering box, to cite one example, has been slimmed to the extent of 17 lb. In consequence, the final weight has been cut down to 27 cwt., a figure which compares very favourably with the standard chassis weight of 29 cwt.

The weight-reduction process has, of course, been extended to the bodywork, this and the streamlined mudguards being made entirely from hand-beaten aluminium panels.

In contradiction to the anticipation of many, the body has a fine streamline form, there being a long tapering tail with fairing behind the driver containing a petrol tank with a capacity of 38 gallons. This should give the car a range between refuelling of approximately 300 miles.

The regulation Le Mans seats are, of course, provided, but the body is, to some extent, offset and the height above the passenger seat is markedly reduced. In this way the windage is cut down, not only by the good streamlined form, but also by diminishing the frontal area. The radiator, which is entirely in accordance with Lagonda form, is set very low.

The standard four-speed gearbox is, of course, employed, the ratio of the first gear having been raised and the final axle ratio being 4.09 to 1 ; 7-in. by 19-in. tyres are used at the rear, giving 120 m.p.h. at 5,000 r.p.m. As the peak r.p.m. are in the neighbourhood of 6,000, the maximum speed of

the car should certainly lie between 135 and 140 m.p.h., possibly even more.

The suspension arrangements deviate little from those used on the normal touring models, except that the rear springs have been stiffened ; the rake of the front torsion bars, however, is left unaltered. Armstrong hydraulic shock absorbers are employed, these being of the piston type with an over-ride control operated by the driver.

As is normal Lagonda practice, the steering box is the Marles Weller double-roller type and the brakes are Lockheed hydraulic. The latter, however, embody the latest design in the front drums, the mechanism being the two-leading-shoe type which is becoming increasingly popular.

Practical Considerations

This matter of brake temperature has been one of the reasons which has brought about the decision not completely to enclose the front end of the car with a streamlined cowl, as is now often done on Continental cars. The mudguards themselves, however, are of aerofoil form and the front suspension wishbones are separately cowled. The head lamps are not included in this cowling, because it is thought that placing them too low would give a bad driving light, a matter of considerable importance in view of the fact that 30 per cent. of the racing time is run in darkness.

Equally careful attention to detail is shown in a number of other ways. The screen folds flat into a recess in the scuttle, and beneath this is a spare oil tank.

Two of these cars are entered, one to be driven by Arthur Dobson and Charles Brackenbury and the other by Lords Waleran and Selsdon.

Painted British racing green, they represent one of the most formidable works entries which has appeared in Continental racing for a long time past. Despite the fact that this will be their first race and one in which, therefore, small teething troubles at present quite unpredictable may well make themselves apparent, we feel convinced they will put up a fine show. Certainly no effort towards ensuring this has been spared by Mr. W. O. Bentley and Mr. Ivermee, his technical assistant, and we wish them, the drivers and mechanics the best of good fortune during the coming week-end.

BOOKS TO BORROW . . . AND TO KEEP !

Steering-Wheel Papers, *by* THE EARL OF COTTENHAM. *Cassell and Company, Ltd., London.*

First published in 1932, it consists partly of short talks given over the air from 1924 onwards, and partly of letters to the daily press. We feel that it contains so much commonsense about driving that it should be read by every road user, and the talks given again on the B.B.C. In fact, we have written suggesting this.

Racing a Sports Car, *by* CHARLES MORTIMER. *G. T. Foulis and Co., Ltd., 7 Milford Lane, Strand, London, W.C.2.*

This is a fully detailed account as to costs of running a Silverstone Healey in various sports car races, and we found it of great interest as we hope to take part ourselves some day. Not, of course, in a brand new car, however.

Sailor's Wisdom, *by* WILLIAM MCFEE. *The Life and Letters Series No. 85. Jonathan Cape, London.*

It is so seldom that the engine-room side is touched in nautical literature and marine engines bearing a strong likeness to the sturdy 2-litre engine, or rather the other way round, that we include this book. Having served some time in the engine room reminds us that we always used to say that we would manage to find the landfall, but that the deck staff couldn't turn the engines, Sparks siding with them ! However, the chapter Wine on the Seas ought to ring a bell with Lagonda enthusiasts. D. P. K.

CHANGES TO THE REGISTER

FROM 21st NOVEMBER, 1951 TO 31st JANUARY, 1952

New Members

M.36	McKeon, J. K. S/Ldr., The Rev. ...	*c/o* 1166 London Road, Alvaston, Derby.
P.29	Pullan, M. H.	Woodeaves, 1 Cooper Street, Derby.
H.43	Hooper, T. H. D.	Flat 4, Grove House, Hitchin, Herts.
N.9	Newman, R. S. S.	7 North Park, Iver, Bucks.
B.49	Bussey, G. H.	Middle Cottage, Buckland Green, Surrey.
S.45	Sutton, A. A. G.	20 Clarence Street, Glos.
W.32	Wade, A. J.	*c/o* B.I.C.C. Co. Ltd., Gremista, Lerwick, Scotland.
B.51	Barry, R. E....	Mount View Lodge, Ducks Hill, Northwood, Middlesex.
H.44	Heelis, B. D., Capt.	Barclays Bank House, Farnham, Surrey.
D.25	Davies, C. G....	5 Oak Close, Bedworth, Nr. Nuneaton.
A.18	Abram, H. C....	40 Kelvinside Gdns., Glasgow, N.W.
F.19	Farrell, G. W.	Five Oaks, Benfleet Road, South Benfleet, Essex.
W.33	Walters, W. D.	87 Beresford Gdns., Enfield, Middlesex.
H.45	Hindle, K.	115 Burton Road, Willington, Manchester.
O.13	O'Donnell, D. E.	23 Rookwood Avenue, Osmondthorpe, Leeds, 9.
G.25	Gilling, R.	Warialda, Fronks Road, Dovercourt Bay, Essex.
L.25	Livingston-Hogg, F.	77 Wood Vale, Muswell Hill, N.10.
C.37	Charlton, R., F/Lt.	Officer's Mess, R.A.F., Binbrook, Lincs.
L.26	Lowther, O. P.	Rock Farm, Reigate Hill, Surrey.
P.30	Porteous, M. D. E....	28 Knighton Road, Leicester.
V.6	Varley, P. M. E., Lt./Cmdr. R.N....	H.M.S. Excellent, Portsmouth.
M.37	Mallett, E. S.	Grange Hostel, Farnborough, Hants.
B.00	Bell, J. E.	Eastrigg, Gt. Lumley, Chester-le-St., Durham.
B.50	Blythe, K.	28 Old Stoke Road, Aylesbury.
L.23	Lewis, Mrs. J. P. N.	Lamb Inn, Burford, Oxford.
L.27	Lane, E. M.	123 Whyteleafe Road, Caterham-on-the-Hill, Surrey.
Y.1	Young, A.	16 Cromwell Hill, Luton, Beds.
R.27	Reid, L. A. Professor	Charnwood, Station Rd., Beaconsfield, Bucks.
R.28	Robertson, Dr. P. W.	9 Beresford Road, Birkenhead.
W.34	Welch, R. G. D.	Flat 15, 21 Seymour Street, S.W.1.
R.26	Russell, Mrs. J.	Yenna, Limpsfield, Surrey.
P.00	Parker, Miss P. M.	Caravan, *c/o* Ladhams, Swanswick Lane, Lower Swanswick, Southampton.

Changes of Address

V.1	Venning, B. R.	11 Russell Avenue, Hartley, Plymouth.
T.2	Taylor, R. D. C.	12b Belsize Crescent, Hampstead, N.W.3.
M.38	Main-Tucker, N.	*c/o* Brookville, Brook St., Knutsford, Cheshire.
B.28	Brattle, R. A.	Little Organ Hall Farm, Theobold Street, Borehamwood, Herts.

J.7	JOLLY, D. R. H., D.S.C.	Upper Farm, Edmonsham, Nr. Wimborne, Dorset.
M.24	MORROW, J. H.	10 Church Hill, Leamington Spa, Warwick.
D.7	DEARDEN, H....	Newton Heath Technical College, Manchester, 10.
K.7	KIRKPATRICK, Dr. C. R.	418 Perth Road, Dundee.
B.35	BROOKS, J. S., Lt. (E) R.N. ...	2 West End Park, Rosemount, Londonderry, N. Ireland.
G.7	GAYFORD, Lt.(Cmdr....	The Old Cottage, St. Helens, Isle of Wight.

Resignations

B.22	BLOXHAM, R. B. R.	M.13	MALLORS, W. J., Major
K.5	KING, G. W.	A.3	ADAMS, B. R.
M.23	MORRIS, W. N., Capt.	L.13	LINTOTT

CARS FOR SALE

B. 1931 low-chassis, 2-litre, originally supercharged, now unblown. Sale or exchange for saloon.—R. SKERMAN, 118 Putney Bridge Road, London, S.W.15. Vandyke 2406.

B. 2-litre, stored since 1939. Offers.—K. DUDDING, Little Orchard, Bran End, Stebbing, Nr. Chelmsford.

2-litre 1928 high chassis, ex Bloxham. Good sound motor. Two very good tyres. Body externally very good. Chrome excellent. Mains and crank done 1948. Price £240.—N. I. KNIGHT, F/Sgt., 296 A.M.Q., R.A.F., St. Athan, Glamorgan.

2-litres

(1) 1929 high chassis, speed model. Engine rebuilt 1950–1. Telecontrols. Complete all weather equipment. Good gearbox and rebuilt 4.2 back axle. £250.

(2) 1931 low-chassis saloon. Ex-blown car now fitted with unused since rebuilt semi-sports engine, bored plus 60. 4.4 axle, rebuilt gearbox. Interior is excellent but lacks rev. counter. £250.—A. JEDDERE-FISHER.

2-litre 1928 speed model "Beautifully prepared car" (Ivan Forshaw, notes 22 p.5). Concours prizewinner, '49, '50. £260.—MARTIN, 93 Roehampton Vale, S.W.15. Putney 5834.

2-litre 1930 low chassis, steel body, six good tyres (one unused), spare half shaft (shafts equal length). Sound and of good appearance. £270 or offer.—A. B. ADAMS, Sandon Lodge, Sandon, Staffs.

2-litre 1928 saloon, very good tyres, good engine and chassis, fabric shabby. No. 122 Lagonda Register. £145.—BRIERLEY, Fleece Inn, Chichester.

B. 1933 3-litre saloon, black.—N. TURNER, 80 Furness Avenue, Dore, Sheffield.

B. 1934 3-litre Lagonda saloon: under 20,000 miles since 1939: first rebore 1951. Sale or exchange Rapier.—R. M. COOMBES, 80 Nevill Avenue, Hove, Sussex.

3½-litre 1935 4-door black saloon. Good mech. cond. regularly serviced Davies Motors Ltd. New third gear. Brakes re-lined, new batteries, four new tyres. £400. C. W. HEATHCOTE, 54 Victoria Street, London, S.W.1.

3-litre 1932 tourer. 3,000 miles since engine overhaul. New all weather equipment. Two new tyres, two good, two P100 lamps. Overseas posting compels sale. £270.—S/Ldr. G. F. REID, R.A.F., Old Sarum, Salisbury, Wilts.

3-litre saloon 1931. Engine being completely overhauled. Bored 030. Body rough. Brakes re-lined. Steering overhauled, clutch re-lined 1950. Owner posted overseas. £200.—Lt./Cdr. P. M. E. VARLEY, R.N., H.M.S. Excellent, Portsmouth.

B. 16/80 pillarless saloon.—G. A. BIRD, Wellington Inn, 56/58 Langslett Road, Sheffield, 6.

B. 16/80 1933 full 4-str. Red. No. 224 in Register. 5 good tyres.—L. M. SUTTON, Essex House, Linton, Cambs.

B. 1950 2½-lire Lagonda saloon, black and beige, 14,000 miles, replacement engine at 4,000. £2,750.—T. N. BRIGGS, 8 Campden Hill Court, London, W.8.

Rapier 1935 D.H.C. re-cellulosed. New brake and clutch linings. Gearbox completely overhauled. Accept R.A.C. survey.—D. L. COLLARD, 1/3 Highbridge Wharf, East Greenwich, London, S.E.10.

4½ M.45 2-door F.H.C. 80,000 miles. New gears, new rad. Offers or would exchange for car wife can drive.—Flt./Lt. D. L. ATLEE, Officers' Mess, H.Q. No. 23 Group, R.A.F., Leighton Buzzard.

4½ D.H.C. 1935. Real leather. Gearbox and axle rebuilt. Engine very good. Owner going overseas. £475. O.N.O.—*c/o* T. W. CARSON, Mellaha, Pack Lane, Basingstoke.

WANTS TO BUY

B. Tourer or open speed model.—E. BRUCE-WATSON, The Priory, 88 Ramsgate Road, Broadstairs, Kent.

B. 2-litre tourer.—REV. JOHN FORD. Replies to REV. HILARY MORSE, Holy Trinity Vicarage, Carlisle.

Rapier open 4-seater.—P. DE H. CHAMPION, Hill House Farm, Fressingfield, Suffolk.

In first-class condition, 16/80 or 2-litre tourer.—R. G. BETTESWORTH, 155 Abbey Road, Westbury-on-Trym, Bristol.

ON THE RHODE WITHOUT A LAGONDA — CHRISTMAS 1951

The following item, with it's Christmas flavour, was received too late for inclusion in our December issue. Tweedie Walker states that it is basically true and signs himself "Yours Lagondalessly".

On the first day of Christmas my true love said to me,
Your mother never signed her cheque so we'll have no turkey.
On the second day of Christmas my true love said to me,
The starter's Bendix spring collapsed so please crank she.
On the third day of Christmas my true love said to me,
The starting handle bracket's gone so please push the B . . . .
On the fourth day of Christmas my true love said to me,
The gear lever's broken now, you come and see.
On the fifth day of Christmas my true love said to me,
The door's falling off it's hinge why should this be.
On the sixth day of Christmas my true love said to me,
The mains transformer's burning so no B.B.C.
On the seventh day of Christmas my true love said to me,
I have no shoes, I have no dress and no hat that's fit to see.
On the eighth day of Christmas my true love said to me,
We have no bread, we have no beer, we have no tea.
On the ninth day of Christmas my true love said to me,
If I don't have more hutkeepings you'll have no birthday.
On the tenth day of Christmas my true love said to me,
In spite of all your awful cars I still love thee.

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