



No. 7

December 1952

THE LAGONDA CLUB

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R. FREEMAN-WRIGHT (*Chairman*).



THE LAGONDA CLUB

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

Editor: G. P. W. Taylor, 35, Highbury Place, London, N.5.

EDITORIAL

It is with regret tinged with a gentle sadness, that your Editor has at last had the realisation forced upon him that all those fine upstanding fellows he used to come across at Lagonda meetings, are a lot of plausible, back-sliding, inconsistent, untrustworthy or positively dishonest, bone-idle, self-centred, deceitful, habitually intemperate and abandoned wasters. Not even ONE of these individuals has offered to provide or find advertising support, and only a few of the more plausible persons have seen fit to send in their youngest child's draft of a homework essay as a contribution to the magazine. It has thus fallen to your rapidly ageing Editor to provide the bulk of the material in this issue under assumed names. It must be realised, however, that the Editor has to devote a large part of his efforts to his personal survival in the economic arena, and that he is, therefore, unable to provide this standard of service as a matter of course, so that that hitherto

unplumbed source known as the "Gentle Reader" will have to come out of its shy retirement and provide the support not forthcoming from the individuals mentioned above. If this gentle chiding has sufficiently incensed any member as to make him reach for pen and paper to scrawl an indignant retort, will he please discard the former instrument, and reach instead for his typewriter, or his neighbour's typewriter, or anybody's typewriter, placing therein two sheets of good quality paper not required for other domestic usage and separate by a sheet of carbon paper, and then permit himself the unalloyed pleasure of giving full rein to his feelings while leaving a double space between the lines for Editorial corrections?

It only remains to offer without prejudice to those persons mentioned in the first part of this editorial the compliments of the season, and to wish you, gentle reader, a very hearty "HAPPY CHRISTMAS," and a very pleasant year's motoring in 1953.

The "Lagonda" is sometimes published quarterly, and is sent free to those members of the Lagonda Club who have paid the current subscription. Extra copies, price 2s. 6d. post free, may be obtained from the Editorial Offices.

ADVERTISEMENT RATES

	£	s.	d.
Full page	5	5	0
Half page	2	10	0
Quarter page	1	5	0

(These charges are exclusive of the cost of half-tone or line blocks which are chargeable to the advertiser.)

Particulars of reduced rates for a minimum of four successive insertions may be obtained from :
M. F. KENNARD, 29 St. Edmund's Court, London, N.W.8.

MISCELLANY

Arthur Fisher asked to write an article entitled "Why I own a Lancia", replied on a postcard . . . "The Lancia has manifold advantages over the 2-litre Lagonda". A later postcard reads . . . "I find that the voltage regulator is susceptible to the sound vibrations of the horn above it, and can now be cut in and out at will !"

Michael Kennard and Rexford-Welch now have a half-share each in a 1908 5½-litre Itala, which has not run since 1920, and which carries on it's back a vast body, in which you can stand upright in morning-coat and top hat . . . AND entertain your friends in ! The body is, however, in such bad condition as to be beyond repair, and is to be replaced with a faithful imitation of the one used on the Paris-Peking car. Any contributions will be gratefully received.

It has been suggested that members of the Badge Committee should form a small social group so that it's members might have an opportunity of meeting one another. Members interested should contact the Hon. Secretary for further details.

Maurice Leo, whose very fine blown 2-litre is depicted elsewhere in this issue, has set up as a motor engineer and has a limited capacity for repairs, tuning, and overhauls, etc. Members who have seen the blown car will certainly confirm the very high standard of workmanship it displays. Leo's address is

58 Holtspur Top Lane, Beaconsfield, Bucks., and the telephone numbers are :—*Office*, Beaconsfield 529, and *Works*, Beaconsfield 337.

Highlights of the A.G.M. were provided by our Hon. Secretary who had forgotten to compose some suitable minutes from the last A.G.M., and by our Hon. Treasurer whose brilliant exposition of the Club's financial predicament was not delivered from the balance sheet (which was last year's any way), but from a day-old menu which had been left on the table. Your also Hon. Editor later added lustre to the gathering by adding to the formidable list of battle honours on Lily's fuselage, a simplified representation of a bicycle bearing a pedales-trian.

Copy for the next issue must reach the Editor by 1st February, 1953—OR ELSE ! The Hon. Spares Registrar and Technical Advisor will receive the usual accommodation in this respect (though it will be made even less courteously than hitherto) and is requested to get his washing done well in advance this time. If any members are confident that they can dispose of extra copies of this magazine to unsuspecting acquaintances for 2/6 per copy, will they please make their requirements known to the Editor, enclosing an appropriate cheque made out to "The Lagonda Club."

THE CLUB PHOTOGRAPH ALBUM

The Club photograph album has always aroused great interest when it has been produced at Club meetings, both for the magnificence of it's photographs and the quality of it's layout and binding. There are still, however, many cars which have not yet been placed on photographic record, and YOU are requested to make good this omission by sending at least a postcard size photograph of your car or heap to : MR. WILLIAM C. HARTOP, 23 Chaucer Road, Bedford.

LAGONDA CHRISTMAS PARTY AND PRIZE-GIVING

To date, it has not been the policy of this Club to mark the festive season by any gathering of members—why, it is hard to think !—and the Committee has decided to remedy this omission by holding a modest party on Monday, 15th December, 1952, at the Reubens Hotel, Buckingham Palace Road, London, S.W.1, starting at 7.30 p.m. The cost of tickets will be 5/6 per head, including a cold buffet, and normal bar

facilities will be available in a room reserved for the Club.

Entertainment will be provided by :—

- (1) Prize-giving of trophies for the year 1952 ;
- (2) Four simple tests (indoor) suitable for either sex ; valuable prizes will be liberally awarded ;
- (3) An amateur slide show depicting Club members "at competition" in this year's events.

It is hoped that all members who are free (?—ED.) will support the Party, which

should prove a most enjoyable evening, and may become a regular feature on our calendar.

Peter Bartleet has kindly consented to run the event, and as accommodation is limited, all hoping to attend should write to him at :—

Pelling Place, Old Windsor, Berks., and reserve tickets ; a cheque (payable to "The Lagonda Club") enclosed at the same time will facilitate organisation.

This is a good opportunity for members to bring guests from sister clubs. Or sisters.

Dress—informal, but not too much so.

Parking—Grosvenor Gardens, Victoria. (No lights.)

LETTERS TO THE EDITOR

23rd October, 1952.

Dear Sir,

In a recent circular giving a report of the proceedings at the A.G.M., I was quoted as recommending the club's complete retirement from competitions.

After several years spent in trying to persuade Lagonda owners to enjoy their motor cars, I must confess that I was much saddened to see such a suggestion attributed to me. I have no desire to weary your readers with suggestions that were rejected at the A.G.M. but I can assure you that my recommendations that we did not accept invitations for events at which we would disgrace ourselves by being unable to provide entries, and that we concentrated on building up a competition element from smaller and simpler events of our own, were aimed to encourage the Lagonda Club's participation in motor sport, and not otherwise.

I sincerely hope that as the present Competition Secretary was the only member who regularly came to marshal at such events as were run whilst I was in office, and as I shall be unable to render him a similar service, that those members who clamoured for a more ambitious policy will do something more to support him than was provided by the two marshals and the handful of

competitors entered by us, by far the largest of the Eight Clubs, at the recent rally to Eastbourne. (See report on Rally in this issue.—ED.)

Yours sincerely,

ARTHUR JEDDERE FISHER.

4 Essex Court,
Temple, E.C.4.

Dear Mr. Taylor,

I hasten to prove that at least one overseas member of the Lagonda Club has learned to write—even if poorly.

It is now two years since my lovely smooth-flanked Rapide left me, and I have forgotten her egg-shaped pistons in the memory of the pride I had in her sleek beauty. Connecticut is *not* the happiest location for a somewhat temperamental Lagonda, on account of no one ever knows how to fix the wind-shield wiper, and there is constant urging to throw the S.U. carburettors into the trash barrel. She still lives, though, because the Lagonda Car Club badge gleams proudly from the rear of a spanking new Lincoln drop-head—one of the kind with the V-8 o.h.v. motors. Quite terrific—and almost as much fun to drive—even though sneered at as a Detroit Balloon. At least, when the

Lincoln is cranky, I live only a mile or two from the proper service station.

Some years ago I wrote a letter to a former editor, saying that one day I would get that queer feeling in my stomach, and would stand all soft eyed with money in my fist, drooling at another British product. Well, I have, and I did, and am now proudly admiring an Alvis drop-head that is silver grey and all polished wood and red leather. And it runs! Although I haven't done anything so fancy yet as roll the top back! So, you see, I am practically back in the fold. I *had* to let you know—the magazine is top drawer; keep up the good work!

Sincerely,

ALLERTON C. HICKMOTT.

West Hartford,
Connecticut, U.S.A.

To :—

G. P. W. Taylor,
35 Highbury Place,
London, N.5. 9th October, 1952.

Sir,

Prix de Grand Londres

We, respectively the observer and driver of the winning car in the above event, have read with regret the calumnious statement (in which you accuse us of cheating) printed in the last—would that it were the last!—issue of the publication which names you on its title page as editor: evidence, it would appear, of an irresponsibility which extends also to its contents.

In totally repudiating a suggestion which we can only regard as worthy of you, we wish to point out that, were you a man of substance, you would hear from our solicitors; were you a man of honour, from our seconds. We have even contemplated the latter action, if only to place you in the position of publicly acknowledging that you do not have two friends to act for you: but have rejected this course because we are not prepared to become involved—the choice of weapons being yours—in a mud-slinging

contest. And, after all, a tortoise is made in the inflated image of a bug—a word which, comparatively, we consider fits you superlatively.

Finally, we must require you to attach substantially more significance to the second word than to the first when we sign ourselves

Yours etc.,

P. STARK

BARCLAY INGLIS.

35 Frognal,
London, N.W.3.

To :—

P. Inglis & B. Stark,
35 Frognal,
London, N.W.3.

14th October, 1952.

Dear Sirs,

Should it prove possible for you to prevail upon some well-disposed person to read to you again the report on the Prix de Grand Londres, you will discover, unless your phrase, "read with regret," indicates some further defect or oversight in earlier attempts at your education, that the sentence to which you appear to have taken some slight exception, does not in any way constitute an accusation, but is merely a statement of incontrovertible fact.

It is evident from your second paragraph that your large-scale employment of qualified professional wet-nurses is the inevitable consequence of infantile inattention.

There is no necessity, however, for you to go to either the trouble or expense of dealing through intermediaries; if you can make it convenient to call at these offices personally, you will in all probability be able both to convey the general sense of your complaint by making signs, and to experience no difficulty in understanding the sign made in return.

Yours respectively,

G. P. W. TAYLOR.

35 Highbury Place,
London, N.5.

To :—

G. P. W. Taylor,
35 Highbury Place,
London, N.5.

Sir,

We are saddened to observe, from your communication of 14th October, that the confusion of thought which has hitherto been the one notable feature of the text of your outpourings has now spread even to the setting down of our names and address. It is consequently a matter of no astonishment to us that you should evince an urgent desire to revert to sign-language—a medium in which (we are ready to believe) you can hardly fail to express more intelligibly what, for lack of a more suitable term, we shall conventionally describe as your “thoughts”. If we are correct in our assessment of the particular sign you contemplate, we find ourselves at last on common ground—a position as degrading to us as it must be uplifting to you.

Nevertheless, we accept the retraction and apology—peculiarly worded as it is—towards the end of your first paragraph, despite the inconsistency introduced into its last clause by your employment of a polysyllabic word of which you clearly do not understand the meaning. Our surprise at this evidence of honesty and magnanimity on your part is equalled only by our astonishment at your making a generous (and for once un-vulgar) gesture.

Yours etc.,

P. STARK.

BARCLAY INGLIS.

35 Frognal,
London, N.W.3.

24th October, 1952.

(This correspondence is now closed, but will reopen in the next issue. Older members may perhaps remember the competition organised by the manufacturers of a well-known toilet accessory, in which, after a nation-wide search, Mr. Stark was successful in winning the title “Average Man, 1907.” Mr. Inglis was eliminated in the semi-finals.—Ed.)

19th September, 1952.

Dear Taylor,

Congratulations on an excellent issue of the magazine which I have just received. May I wish you many happy issues! (Unsolicited.—Ed.)

I was not surprised that my efforts to hide the Lagonda under the trees (in the Northern Rally) did not escape notice, and can only excuse my penchant for this what is now almost habitual disappearing act, to many years as a camouflage “expert” with a brigade of tanks.

Needless to say the whole family thoroughly enjoyed themselves at Bawtry.

My wife has just passed the driving test on the 16/80, after a false start in an earlier attempt, when after an emergency stop, the engine refused to start. The spectacle of the Min. of Tpt. examiner (“self-styled, something of an expert on sports cars”) twiddling all the knobs and switches which have no other function than filling up ugly holes on the dash carved by previous owners, and failing to get a spark, and finally having to walk back, was something I shall never forget! My wife blessed the E.N.V. box which eliminated one of the Learner Driver’s worst bugbears. In the gathering dusk after her successful return, the slight noises from the drive were put down to the old car preening herself. Personally, I suspect she was licking her wounds.

We can claim no fabulous mileage on the continent to our credit this year, but we did total 1,200 miles in the far South, towing a camping trailer weighing seven hundredweights loaded. Unfortunately, we were washed out of camp in the dreadful weather that the South suffered this year, so if anyone wants to buy a once-used, under two hundredweights U.L.W., sports car camping trailer, now’s the chance!

Sincerely,

L. H. H. GLOVER.

208 Dodworth Road,
Barnsley, Yorks.

29th September, 1952.

Dear Editor,

Like all other members, I thoroughly enjoy THE LAGONDA and would like to attend events more often, though work and family affairs usually prevent it. An awful lot of us use Lagondas because we think them jolly good cars with all the best vintage handling characteristics and a great deal of stamina—some of which derives from the considerable weight! Incidentally, we use them as business hacks every day, and family hacks at week ends. What other vintage car is quite so good at this workaday stuff?

All competitive events are won by acceleration and braking as far as the machine is concerned. Our power outputs with standard Lags are not bad though nobody realises it owing to the great weight of the vehicle,

but I'm sure they can be dragged up a great deal by higher compression, port polishing, uneconomical carburation, and possibly special camshafts. Likewise, the weight could be enormously reduced by determined drilling of things, throwing the body away, racing mudguards, etc.—but where is the family hack part of the compromise then?—and given the weight and the ability to cruise in the 60's, what other cars would turn up a regular 20 m.p.g. averaged over about 40,000 miles, I wonder?

Yours sincerely,

R. A. LAKE.

The Old Cottage, West Langton,
Nr. Market Harborough,
Leicestershire.

(Comments from other hack owners would be interesting.—ED.)

TO WHOM IT MAY CONCERN

Your present Editor has a peculiar talent for making me feel like a schoolboy who "could do better," as I seem to recall that the reports had it. He has a system, needless to say, for he is an egregiously systematic Editor; and the only process involved is that of quietly telling me to write something for his *cause célèbre*. The only active process, that is; for the rest, his hours are spent in idyllic repose, marred only by periodic impassioned entreaties from me for an extension of time. At times such as these, your Editor's quiet charm and innate courtesy, which are so well known as to make mention of them in this journal unnecessary, enable him to refuse my request in a manner so disarming as to make me wish I had never asked. I could wish that it might make me think of something to write.

As the reader will doubtless be aware, which renders the point easier to make, even though it sinks my remarks in the Slough of Superfluity (second right past Despond), my previous contributions to the magazine have been pirated from the

Classics of our language. This plagiarism has not been without cause, even if not *célèbre*: the motive has been purely one of procrastination and delaying tactics, and highly developed Fabianism calculated to give me time to think of something to write.

The trouble is now that our language possesses no other classics, and so I may no longer be hailed Setright Conctator; write I must, and being the singularly obliging type that I am, no doubt write I shall. But oh! for a subject! Forshaw forbend that I should write about Lagondas; not for nothing do the annals record my name with the annotation N.O.M.!

Not, of course, that I cannot write about Lagondas; but the last time that I did so, there were considerably more Lagondas advertised for sale within the subsequent month than was normal for the time of year, and there began a move to hail the O.M. as the finest vintage 2-litre car, which as any North-West London Vintagent will tell you, is perfectly correct. Consequently, I was secretly requested by a harassed-looking deputation never to write about Lagondas

again, to which I readily acceded. I do not know who the people were, mark you; the most harassed of them said his name was Brown, but nobody could be expected to believe such an obvious alias as that. However, your Editor was so engrossed in Emily Post at the time that he never became quite *au fait* with developments during his postregnum (Note to Editor and previous Editor—clever stuff!) so the fellow still pesters me to write for his infernal jernal. (This, of course, is where the Editor realises too late that he should have entitled this article “SETRIGHT TELLS ALL”, with sub-heading “REVELATIONS OF COSMIC SIGNIFICANCE”, if he is that sort of Editor; but at least he will know better than to ask me another time.)

Strictly between ourselves, if he persists, I am going to blackmail him by threatening to reveal to the curious world the means whereby he obtains those graphic captions such as he produced in that last saffron-hued publishment of his. Don't let on to a soul that I told you, but what he does is to give the original text to the infant scion of his family, who is encouraged to declaim it aloud through whatever it is that constitutes the breakfast of a Taylor of such tender years. The result is recorded, and phonetically rendered beneath the most appropriate photograph. As for the Editorial. . . . !

But honestly, I should like to write about Lagondas. Perhaps if I were to hint at the new experimental V-12, or try to kid myself and everyone else that the pre-war V-12 could have beaten the Bugatti at Le Mans in '39, or even be right up to the minute and narrate the glorious deeds of Coates in the V.S.C.C. Welsh Rally . . . but no, get thee behind me, Satan, and prithee, NOT with that trident.


So you see, gentle reader, the quandary in which I find myself. It is too late to help me, alas! but you would be well advised to note the most effective avoiding action, should you ever be beset by our Mr. Taylor. Just uncoil a few feet of height, look him straight in the eye, and tell him that if he does not

lay off, you will straightway proclaim to the expectant world that at such a place in such a bulletin, G. P. W. actually split an infinitive, and this will have him grovelling at your feet. It would not surprise me to learn that his personal scutcheon bears the new motto from Swift: “*vel forsan error Typographi*. . . .” Well, there you are. Just one other thing; if you do write something for him, as even I may do one day, make sure that everything you commit to paper is irrefutable and of itself complete, otherwise you will find your *chef d'oeuvre* punctuated by parentheses like this (The foregoing testimonial was, of course, absolutely unsolicited.—ED.) I do not doubt that he will leaven this page similarly; *ecce signum*! (Provision of parentheses with *carte blanche* for Editor, thus; (—ED.).)

All right, so I didn't write anything in the previous issue! Didn't *any* of you read the summer Vintage Bulletin? (Advt.)

DAVID SETRIGHT.

As the majority of members will have found the foregoing to contain words of considerable difficulty, a short glossary of these terms is appended.—ED.

Egregariously — commendably.
Cause celebre — private headache.
 Idyllic repose — constant travail.
 Slough of Superfluity — Public Bar.
 Classics — “The Eagle.”
 Plagiarism — plagiarism.
 Fabianism — back-sliding.
 Cunctator — s.a.e. to Editor for this one; members over 65 only, please.
 Forshaw — a mythical God of the Middle Bronze Age.
 N.O.M. — subscription owing.
 O.M. — a thinly disguised copy of the 2-litre Lagonda.
 Harassed — drunken.
 Brown — Freeman-Wright.
 Emily Post — his wife.
 Postregnum — see “Cunctator above, or any good medical dictionary.”
 Infernal jernal — see “*cause celebre*” above.
 Scion — interpretation of this depends entirely on circumstances.
 V.S.C.C. — Veterinary Surgeons' Card Club.
Vel forsan error typographi — Don't let the  get you down!
Chef d'oeuvre — paltry but maximum effort.
 Parentheses — female undergarment.
Ecce signum — literally, “My seat itches!”
Carte blanche — white trimmings.

“ 'GUS. LOCH ”

One of our reporters went down to Aldershot recently to interview “Augustus” (the well-known venerable high-chassis 2-litre which won the Southern Rally and the Densham Trophy this year—a magnificent show by both car and driver.—Ed.) and obtained the following exclusive interview :—

“I started life”, said Augustus, “in 1929 : 23rd January to be exact, and my first owner was a retired army captain in Merionethshire. In 1933, he sold me, and I became the property of a retired major in Monmouthshire. I was treated very well by him, and not used all that much as he was not all that young. As a result, when I changed hands again in May 1951, I had done less than 80,000 miles. Incidentally, I seem to have some draw towards the army as my present owner is a serving officer. With the exception of my back axle, I am almost original ; there is some argument as to whether my present 4.1 axle is the same age as the rest, or a later fitting. Otherwise, I am very nearly as I left the works, and that includes the paintwork !

It was not until last year that I entered the competition field. Whatever people say about us not being suitable for ‘motor sport-ing’, I can only say that in the last year I have thoroughly enjoyed myself . . . and I think my owner has as well. As long as a bit of sense is used in choosing the type of event, and you are driven sensibly, there is no reason why you shouldn’t do fairly well, and no reason at all why you should sustain any bad after effects.

In the last year I have run in the Hants and Berks Night Navigation Rally, the Lagonda Thame Rally, two V.S.C.C. Bisley Rallies (another high-chassis 2-litre won an award at one of them even though he was competing against cut down cars modified for competition work), the Lagonda 24, the Southern Rally, and the Lancia Driving Tests, besides the Concours d’Elegance at

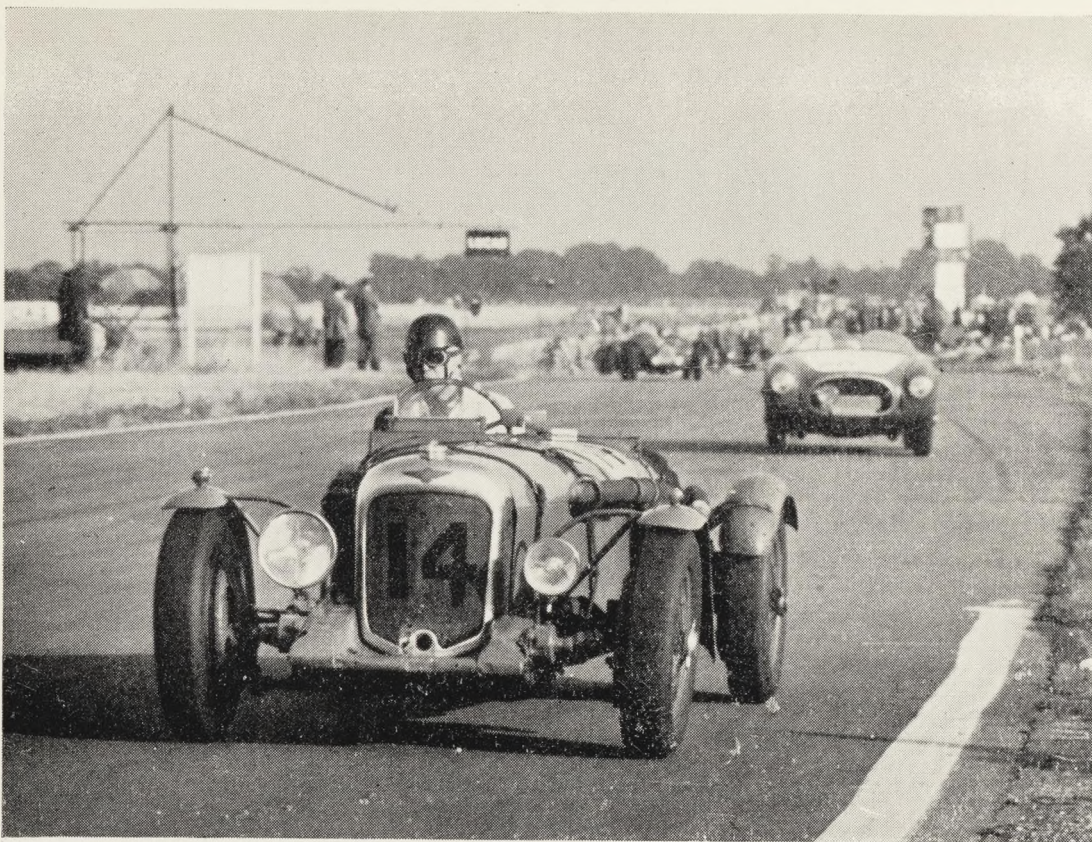
the A.G.M. and highly unrecognised local treasure hunts. I thoroughly enjoyed all of them, and anyone who says it’s stupid entering a Lagonda for any event is either a ‘pot-hunter’ or a ‘kill joy’. I admit that sprints, racing and hill climbs are not the sort of things I go in for, but there are many other events that are suitable . . . and I’m told that 4½’s like that sort, I don’t !

On the way back from the A.G.M., my owner was talking about the proposed future policy of the Lagonda Club. (Eh ?—Ed.). I nearly ran a big end in horror. It will be a very sad day when the Lagonda Club retires from the world of sport, so let’s see some more of you showing the badge.”

When asked what his views were on modern cars, the backfire was unprintable. “All tin and no paint ! Now look at my paintwork ; nearly 24 years old and better than a lot of post-war cars.” He admitted, though, that it wouldn’t be looking so polished if his owner’s current girl friend hadn’t one day expressed her view that his owner wasn’t capable of cleaning either himself or his car. (She was nearly right ; it took over 10 hours.—OWNER.) (Which ?—Ed.)

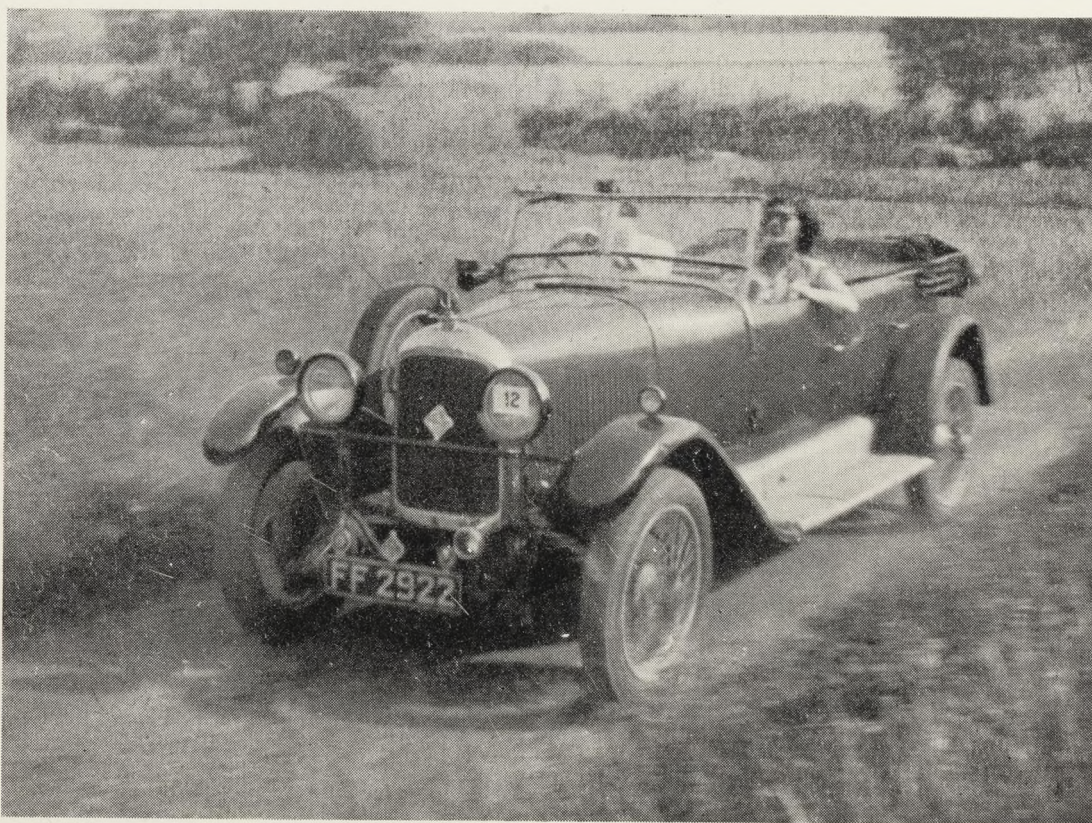
When the question of his future activities was raised, his headlights were seen to dip slightly. “Unfortunately, my owner is going abroad soon, and I am being retired on to blocks under a dust sheet until his return. (And the current girl friend ?—Ed.) So I shan’t be seeing many of my friends for a year or so.”

He finished the interview by saying. . . . “It gave me a new lease of life the other day when we went to a fashionable Horse Show on a lovely afternoon, and I heard one of my lady passengers say (Note distinction between “Lady Passengers” and “Current Girl Friend.”—Ed.) “I do like arriving at a show like this in this sort of car . . . you don’t just sneak in, you MAKE AN ENTRANCE.”



*GOODWOOD NINE HOURS. Bob Wright in Goodhew's Lagonda leads
Baird's Ferrari and a Lester-M.G.*

(Photograph by Louis Klemantaski, Ltd.)



*DENSHAM TROPHY WINNER Tony Loch driving Augustus in the
Southern Rally.*



AT THE A.G.M. TOP : Part of the line up, with Mrs. Harbop dancing a happy little gigue. CENTRE : John Vessey polishes Lady Grey before winning the Concours. BOTTOM : Forshaw's Technivan lonely and deserted.
(Photographs by Geoffrey Walker.)

SPARES AND TECHNICAL TOPICS

Spares Registrar and Technical Advisor :

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

Though I have wrestled with an increasingly heavy correspondence with patience and manly fortitude, and have exhausted the cruse of midnight oil, preoccupation with my own affairs during the past few months has hindered what Charles Elphinstone has kindly called the "well-known 48-hours service." Apologies are offered where delay has occurred; it is possible that one or two letters have slipped through the net altogether and gone without an answer—if this is the case the writer's are exhorted to be of good cheer and to present their problems again.

Carburation. Following my notes in the last issue of the magazine, Costigan fills a blank in the table by stating that the "Weak" needles for the Rapier will be M5. Rimmer reports that the carburettor leaflets mentioned have been replaced by 125/1, 125/2 and 125/3, 1951 issue. Whetham, who keeps the most careful records of the behaviour of his 4½-litre Rapide, averages 15 m.p.g. on a run to Scotland, using KT needles and cruising at around 60 m.p.h. with a full load; for the return journey C1 needles were substituted and the consumption fell to 20+ m.p.g., similarly laden and cruising at a slightly higher speed—the engine, he says, also felt much happier though he is of the opinion that the low-speed performance on the weak needles is poor.

Sparkling Plugs. At the suggestion of the Lodge company Livingston-Hogg is using type HV on his 4½-litre, and is pleased with their performance.

Lubrication of Gearbox and Rear Axle. Throughout a long period of production these assemblies were originally set up on Castrol R, which is still in use on many cars and gives rise to constantly recurring questions. Castrol R is a vegetable oil and WILL NOT MIX with oils of mineral base;

to introduce them together into the same assembly is to court disaster. Castrol R is expensive and during the war period could not be bought; it is doubtful if it has any virtue not possessed by the modern extra pressure gear oils. It will be clear that a change of oils of different base will involve complete evacuation of the existing oil in the assembly and if such a need arises I shall be pleased to detail a method of procedure.

Shock Absorbers. Service and spares for the Hartford and Telecontrol types may be obtained from:

ANDRÉ (Components) LTD.,
38 Felsham Road, Putney,
LONDON, S.W.15.

Exhaust Ring Nuts. Lake provides details of a modified pattern made up to his own design—available from me on application.

Toe-in of the front wheels on all Lagonda models is $\frac{1}{8}$ -in. to $\frac{3}{16}$ -in., measured at roughly hub height and at the same height at front and rear of the wheels—this is important owing to the pronounced rake outwards of Lagonda front wheels. Measurements should, of course, be made on the rims of the wheels, not the tyres, and it will be advisable to spin the wheels at the outset to make sure that they are running true.

Instruction Manuals for most models are available on short loan from me. Vowell has recently presented a perfect copy of the 16/65 manual, previously lacking. Photostat copies of most books are to be had at the cost of production, 27/6 each; that for the E.N.V. Pre-selective Gearbox is priced at 17/6.

Spares. Vowell is restoring a 2-litre semi-sports tourer to original specification; all parts have been found save the Vee wind-

screen, and any assistance in obtaining this will be greatly appreciated. A few 18-in. and 21-in. tyres are offered, and several first-class windscreen wipers. Through the courtesy of various members many proprietary replacement parts—sparking plugs, ball and roller bearings, friction linings, etc.—can be obtained at advantageous rates.

Service. Manuals and leaflets covering most accessories and auxiliary components are available on short loan, and also papers detailing modifications and the procedure for stripping and assembling various parts of the car, together with some special tools. For the convenience of recent members a complete list will again be published in the near future. A set of earlier issues of the magazine may be borrowed from me.

Recommendation of a garage which has kept him happy for four years, the previous best being six months, from Livingston-Hogg:

L. G. MOTORS, LTD.,
177 Archway Road,
LONDON, N.6.

Trivia. New Editor Taylor, also called Tortoise, proves a hard and importunate taskmaster, demanding the copy and refusing to take yes for an answer.

Bibby is hotly pursued by one Green, who, it transpires, owned his car in the middle 1930's, and seems exceedingly pleased (and not a little surprised) to find that it is still in service. Cooper and the car Cumulo Nimbus are both said to be suffering from loss of power. Munton lends Stratton a large electric drill, and with this contrivance and his scalpel the latter proposes to pare his 3-litre during the winter months. Working hard on the wheel to turn his car in a narrow Devonshire lane Gardner is convulsed by a bellow from a farmer "Ee be too lang fur yere—you'll have to cut 'er in 'arf".

Vernon Mosse will be posted to Singapore in the New Year and half-heartedly seeks a good home for his saloon 3-litre. In Baluchistan Reid buys a small Renault, the answer to petrol at 6/- a gallon. Canadian member Arthur O'Dell travels the Pennsyl-

vania Turnpike in the course of a further U.S. tour. This is said to be the world's finest highway—350 miles of twin-track road with every crossing of the clover-leaf type. O'Dell celebrates the occasion by urging his 1929 3-litre over 180 miles in 3 hours, and without distress.

Tweedie-Walker's famous lathe (the one set up on the sideboard) is in the news again. Recovering it from a loan with his 4½-litre Bentley, the lathe, Tweedie and Calder overhauled an XK 120 Jaguar coupe. Seeing this unusual collection on his tail the gentleman seemed to take fright and shot off like Bambi, behaviour which aroused the worst in Tweedie. A bitter battle ensued from Oxford to Stratford—good clean fun, says Tweedie, and a fiver off the tyres! Unhappily the return of the lathe finds the dining room door barred and bolted, and the woman in possession, and it is sadly consigned to the garage.

The supercharged bug is under Spiller's skin again—abiding enthusiasm in one whose motoring began in the last century. An early 2-litre speed model, badly in need of reconditioning, is said to be available in Cornwall, price around £65—any takers? Lake's 3-litre, 32,000 miles out from its last engine overhaul, settles down to consume oil at the rate of 4,000 m.p.g. but an acquaintance returns his new car to its maker with excessive oil consumption at less than 5,000 miles. Dennis King is admitted to hospital again for further re-arrangement of his stomach plumbing, which now makes the tortuous porting of the 2-litre engine look like an amateur's work.

The Maharajah of Jaipur holds a spring-cleaning sale, offering heaps of horseshoes, tattered saddles, five chariots and twelve howdahs, amongst other useful spares. An official says that after selling these useless animals and redundant paraphernalia the Maharajah will be left with only 62 horses, 9 elephants, 12 chariots and 40 carriages. This poverty!

Rexford-Welch's Christmas Party in London on the 15th December promises great

fun at low cost, and everyone within reach is urged to attend. The Club's September Rally, which has been or will be reported elsewhere, proved the highlight of the motoring season, with well over 80 Lagondas present at one and the same time. Brown and Manning came from distant Wales, John King arrived very late from Newquay, but the palm for distance went to Tony and Mrs. Frazer, all the way from Cullybackey in Northern Ireland and already planning a business trip to embrace next year's rallies.

Brooks leaves the Navy and emigrates to Canada, his car passing into the hands of Firth, a supporter of the Register in the early days. Wade is the only Lagonda owner in Shetland—a 3½-litre with pillarless saloon body; an asset, he says, when only three days last year were entirely without rain. Despite much research, Stanton is experiencing violent front wheel tramp on his low-chassis 2-litre at remarkably frequent intervals, and seeks any new angle on this problem.

Youth will be served. John Ross strikes a lorry head-on in a narrow lane, damaging a chassis frame already suspect. Gardner makes his mark on a Singer which foolishly strays into his path, doing £48 damage against £8 on the Lagonda—they certainly made them—no, not that again! Shuttleworth is joining the Worshipful Company of Hedgers and Ditchers and it is feared that the rules may have to be tightened up so that only really big prangs will qualify.

From an early motoring book—"Occasionally, as we progressed, it was necessary to ask the way. The peasants we passed were so wrapped in wonder at sight of us that it was useless to shout at them without warning; they couldn't recover themselves in time to answer before we had sped by. So I adopted a method I have often found useful. I selected my man at a distance, singling him out from his companions, and pointing my finger straight at him as I approached. This excited his curiosity and rivetted his attention; he was then able to reply when I demanded a direction."

Treganowan awaits with trepidation the coachbuilder's account for the rebuilding of his bodywork, earlier described as "a job too complicated to give an estimate". Harding's car bears a Latin tag *Aetas sed mihi apta*—"Old, but useful to me"; this admission does not excuse the Lucas agent who humiliated him by describing his Klaxon windscreen wiper as of the type fitted to Boadicea's chariot. A paper detailing a methodical approach to the removal of Lagonda rear hubs is provided by Paston-Green, and is available for loan to private operators.

The Manchester Clark does nearly 3,000 miles on the Continent in his 1926 2-litre, with four passengers and luggage, entirely without trouble other than gentle boiling. Dent's 1928 car, with a similar load, further demonstrates vintage reliability in Spain, completing his excursion without even a puncture. Stephen Whetham holidays in Scotland, grouse-shooting and a little amateur deer-stalking—the only success in the latter being a near miss on a sheep! Attempts to persuade his brother-in-law, the Chief Constable of Stirling and Clackmannan, that his force would be better equipped with Lagondas than Rileys merely produced a dour assertion that the canny taxpayers would not stand for it.

Peterborough of the *Daily Telegraph* reports that an Edwardian Rolls Royce belonging to an acquaintance was stopped by a police patrol on the Watford by-pass. "We must test the brakes of such an old vehicle," they said. "Drive along the road, and when we sound our horn apply your brakes hard." The odd little cavalcade set out, the horn blew, the Rolls stopped dead. The police car crashed into the back of it.

Holt finds the average speed called for in the Eight Clubs Eastbourne Rally a severe test of driving skill, having regard to the nature of the route. In Bude, Vowell discovers a steering defect on his newly-acquired 2-litre, three stabs being called for on a right-angled turn; his contortions delight the local populace but are viewed with

suspicion by the constable. Gillie Potter's Hogsnoton actually exists—it is in Devon and Pocock and his Lagonda live there !

In a most interesting letter Robert Crane, of New Jersey, U.S.A., writes that for years he has wanted to restore an old car—the choice falls on a 1940 V12 Lagonda ! He was weaned on Mercer Marmon, Imperial Chrysler and other fine American vintage cars, now has an XK 120 Jaguar, whilst Mrs. Crane drives a 1948 Buick Roadmaster. Every part required in the reconditioning of the Lagonda has been promptly supplied from Feltham, but spares for the Buick recently took five months to obtain !

Hooligan behaviour in industrial districts grows with the law of the gun and cosh. The paintwork of the front wings of Bartleet's new Citroen is ruined through having been used as a helter-skelter ; a Liverpool member

finds that his Lagonda has been allowed to run down hill by a party of young thugs and crashed into the back of a lorry. Hardly is the damage repaired when another gang is found driving it up the street on the starter motor. The phychiatrists will describe this as uninhibited behaviour and self expression for the young but those in favour of the return of the birch please raise their right hands.

And here, since what Taylor calls the twitching hour is long past, these notes must end. I think it unlikely that any further vapourings will be published before Christmas and, therefore, seize this early opportunity to offer to all Lagonda enthusiasts, whosoever and wheresoever they may be, my sincere wishes for their happiness at that time, and for first-class motoring in the year ahead.

POINT OF VIEW

I suppose it is stating the obvious to say that what may seem important to you, may seem entirely unimportant to the other fellow. We all have our particular slant ; some, like our Editor, may have a tortuous mind, while others may have the simple, single-minded approach. (And some others, like our corpulent contributor, may have a permanent slant through spending the greater part of their lives as pub props.—ED.)

To illustrate this, let me quote from the diaries of three "types", each describing one of our rallies from his own point of view.

Type "A"—"Got up at 3.45 a.m., allowing plenty of time for general check over car. Working on estimated average of 33.526 m.p.h., should have arrived at rallying point at 11.21 a.m. Not having allowed for prevailing wind, arrived at 11.32½ a.m. (Bad show !). Met old Godboddy—hadn't seen him for years—most interesting discussion on the swivel-prangers as fitted on the pre-1930 models. Finished in time for

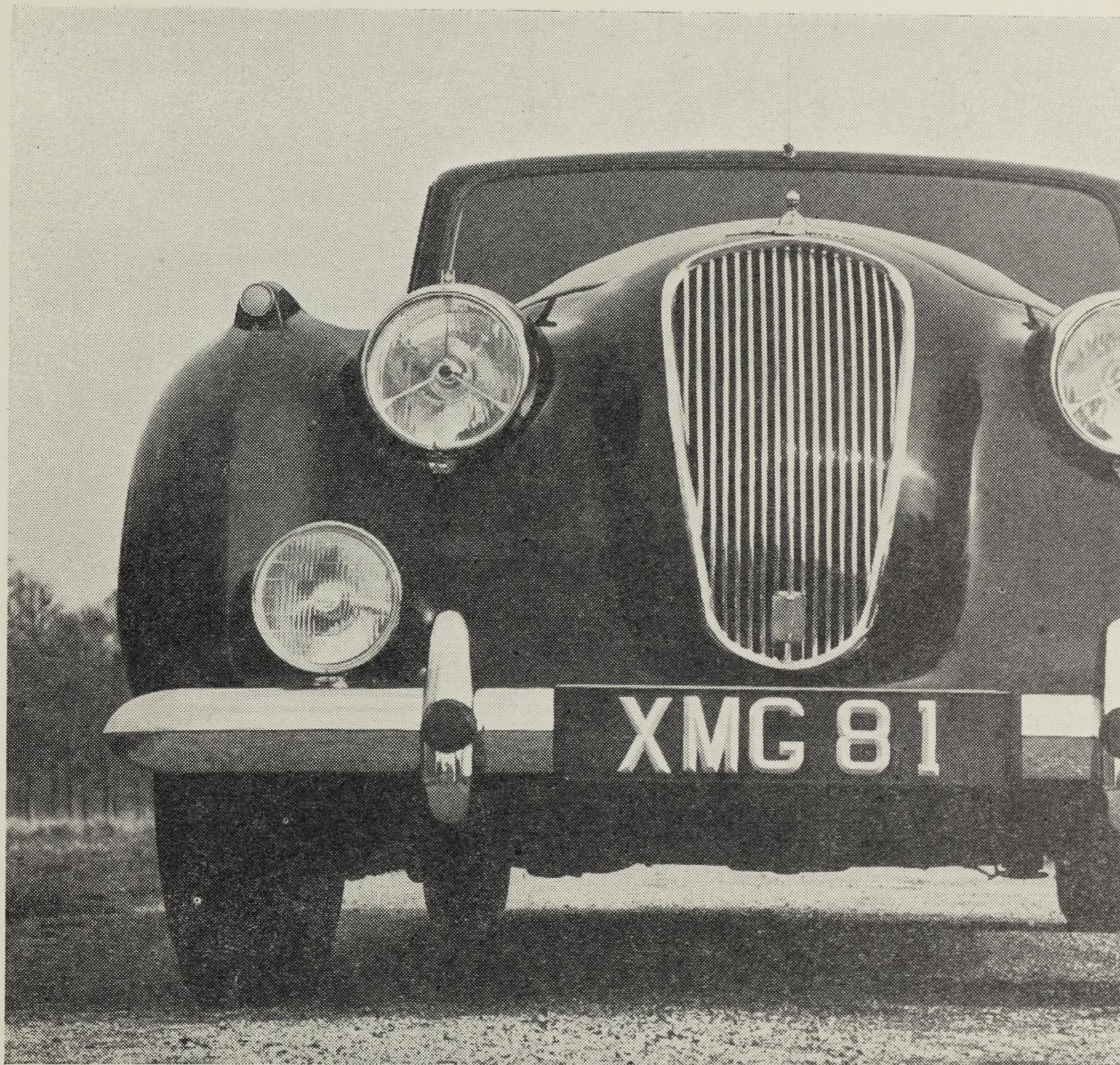
tea, and then saw old Jellybel—hadn't seen him for years—and he told me how he had rebuilt his low-sump model. Was 30 minutes late at the office next morning."

Type "B"—"Arrived at 11.59 a.m. This Sunday opening is the Devil. Bar clean ; port fairly old ; Ulliage and Swipe's house. Mild passable ; bitter good ; bottled beer fair. Bar could be bigger and service improved. Slept all afternoon ; Asprins for tea. Lot of useless drivel talked, fortunately finishing at opening time. Bigger bar, better service, bitter excellent ; Alka-seltzer for breakfast."

Type "C"—"Whacko blonde job in 2-litre—large boy friend—N.B.G. Smashing brunette ; with father ? Lives in Scotland—much too far. Redheaded popsy with puncture. Gin and tonic. Lives in London—Miranda, REGent 0546. Good fun these Rallies !"

And me ? Well, you know the saying "Bob of all trades and master of none !"

ANON.



*A princely motor car individually built for
the private owner* **THE LAGONDA MARK II SALOON**



THE THOROUGHbred 2.6 LITRE

LAGONDA LTD . FELTHAM . MIDDLESEX . LONDON SHOWROOMS . 103 NEW BOND STREET . W1 **A DAVID BROWN COMPANY**

THROUGH INSURANCE EYES

I have recently been taking some interest in statistics. Frankly this is about the last subject one would associate with me. I am definitely not the statistical type. However, on this occasion I had no real option in the matter as my underwriters had threatened, a long time ago, to review annually the results of my brokerage activities on behalf of various motoring organisations.

You know, of course, that to insurance underwriters, every motorist becomes an unpleasant character immediately he slides in behind the wheel—his one mission in life being to tip the scales of profit and loss in the wrong direction for the Accident Claims Manager. It is obvious, therefore, that when a motorist becomes possessed of a rakish looking vehicle in which he insists upon leaving the high road upon selected occasions, and driving on terrain often unfit for mountain goats, he becomes a villain of double and treble dye. I am fortunate in the matter of underwriters, but please do not think they grew up by nature to be kind and benevolent gentlemen who (unlike all their contemporaries) view all motorists through a rosy haze! They have had to be educated that way; gradually, like the little drops of water on the stone!

During my first onslaught on the citadel, on behalf of the 2-litre Lagonda Register, some three years back, my eulogy on behalf of this model would have made a motor salesman squirm with envy. I was careful to explain that although the otherwise excellent Lagonda Works had committed the one unpardonable indiscretion of fitting a supercharger on many models it was most fortunate that, no spares having been avail-

able for some time, all that remained was a blank space in front of the engine!

I have been a trifle disconcerted from time to time in explaining away unusual cubic capacity ratings which neither appear in Messrs. Stone & Cox's excellent publication, nor agree with that originally credited to a particular model. I remember once, before I knew better, starting an argument with Mr. Ponsford-Jones on the matter of a 3-litre of his with a h.p. rating of 21.6, which I contended should be 19.3. He put me firmly in my place by informing me that under the bonnet was a produce to Messrs. Rolls-Royce. Obviously this could be no objection. On another occasion, a gentleman who shall be nameless (in case my underwriters read this) lifted his bonnet and revealed to my very envious gaze, a beautiful Auto-Union unit which would have caused many sleepless nights amongst denizens of E.C.2 and 3.

And so back to statistics. An insurance company allows itself a claims ratio of around 60 per cent. of its premium income. Above this the company makes a loss, and such losses have been much too frequent in the past six years. When I say, therefore, that for the period mid-1950 to mid-1951 the claims ratio for all Lagondas insured by us was 2 per cent. you will understand that there has been compensation for the greying hair.

I haven't the figures later than this, but apart from the Editor's antipathy to cyclists, there isn't much cause for worry at this office—although most other companies are still sure there is a catch in it somewhere!

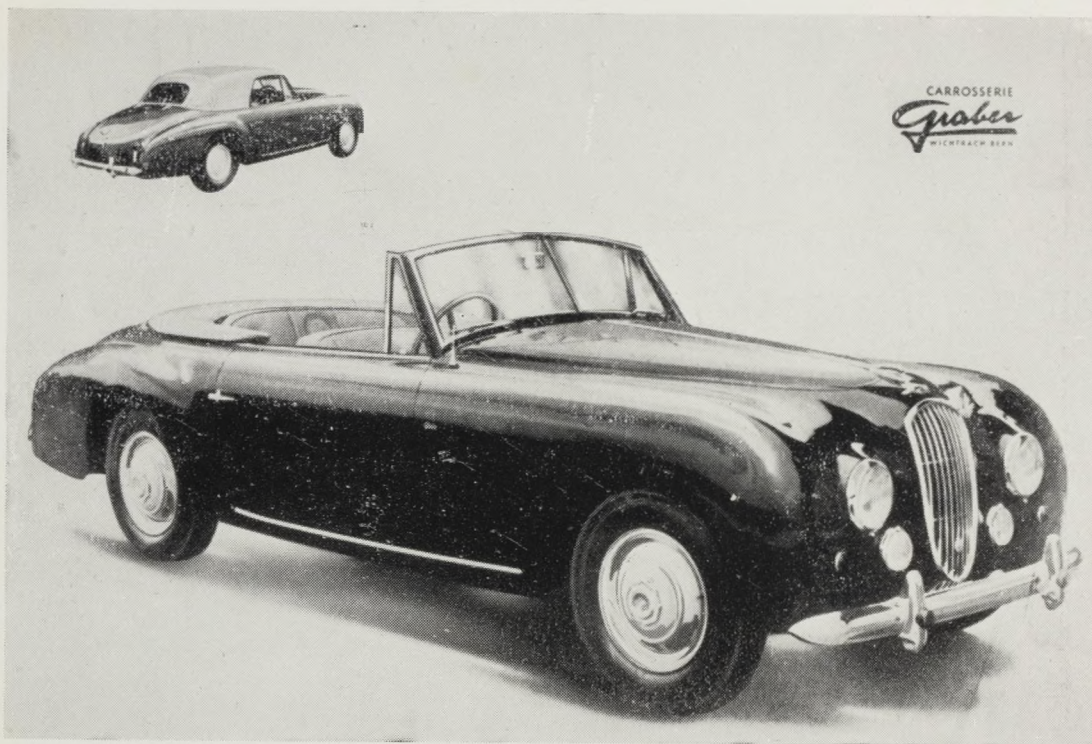
ANTONY HYDE-EAST.

CHRISTMAS CARDS

Orders are coming in fast for the Club Christmas card, which this year depicts a 2-litre at night in a snowy setting, and members are advised to place further orders immediately as only a limited quota has

been ordered from the printers. The price of the cards is 6/- per dozen, and they may be obtained from:

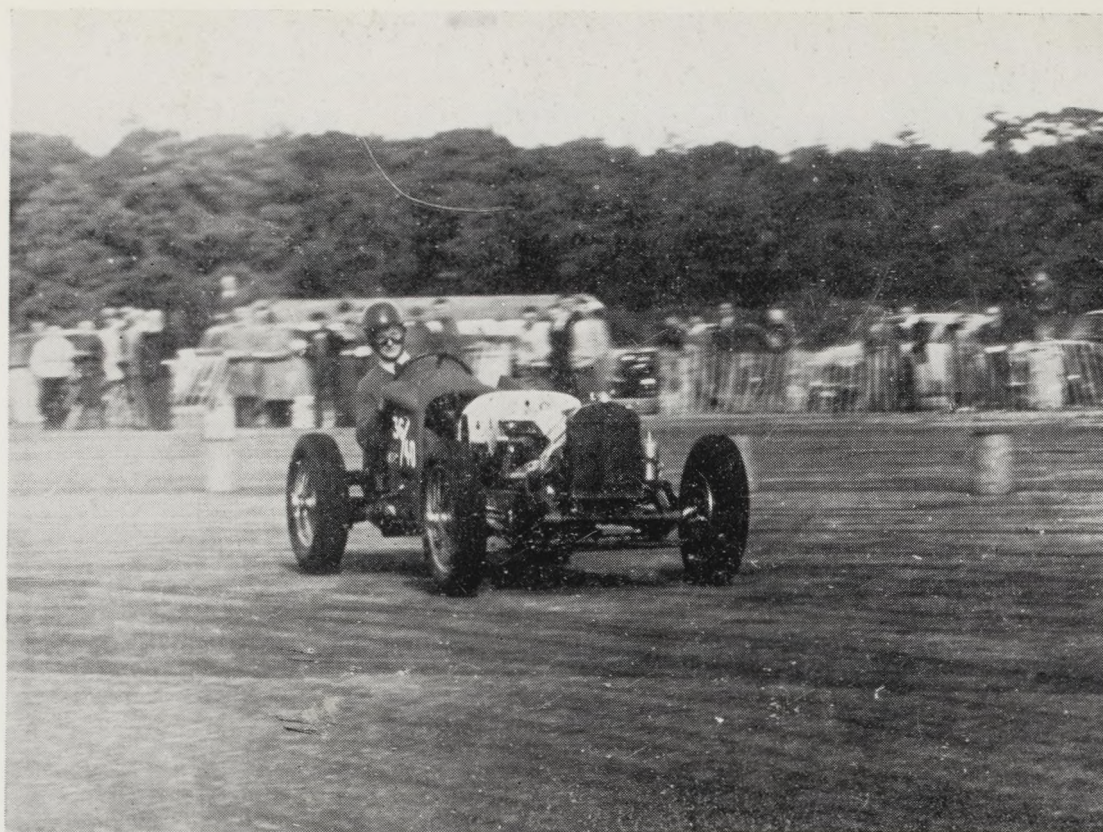
S. R. HILL-SMITH,
82 Clarence Gate Gardens, London, N.W.1.



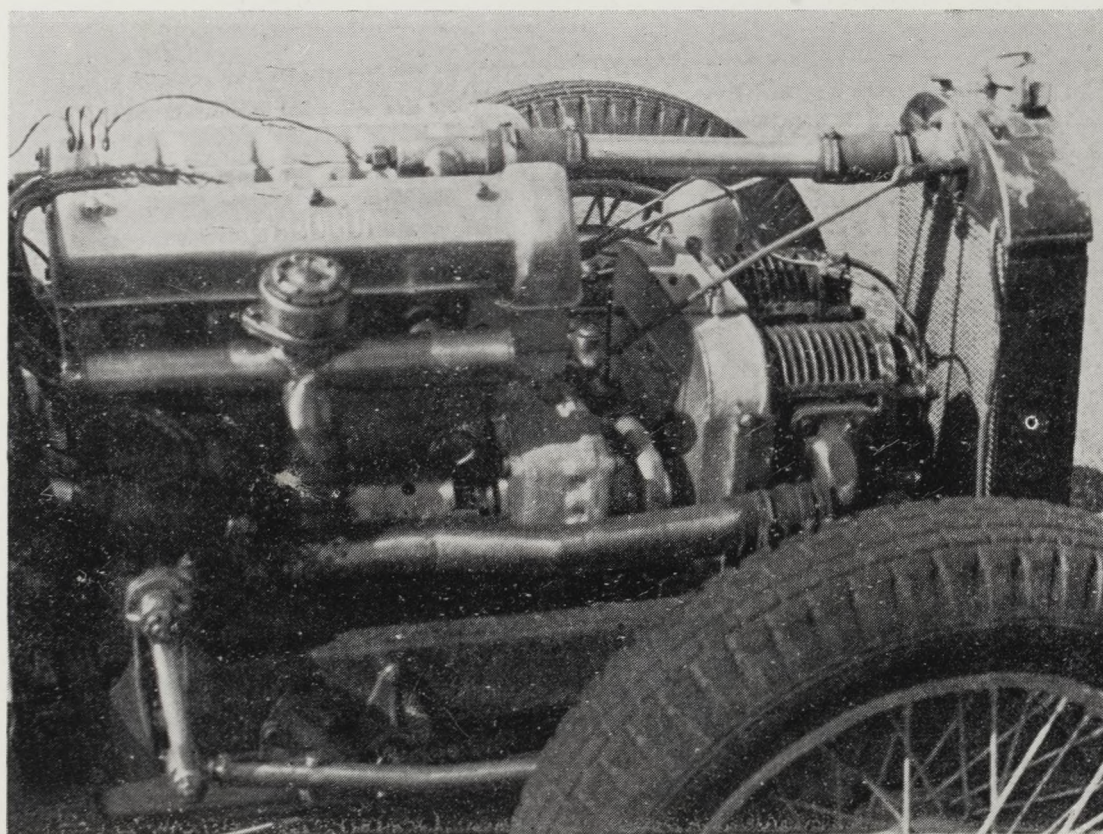
MOTOR SHOW 1952. The fine Graber bodied coupe in burgundy with beige upholstery on the 2.6 litre chassis.



*IBSLEY SPEED TRIALS. Batrick's 4½-litre Rapide taking Paddock Bend.
(Photograph by A. Hollister.)*

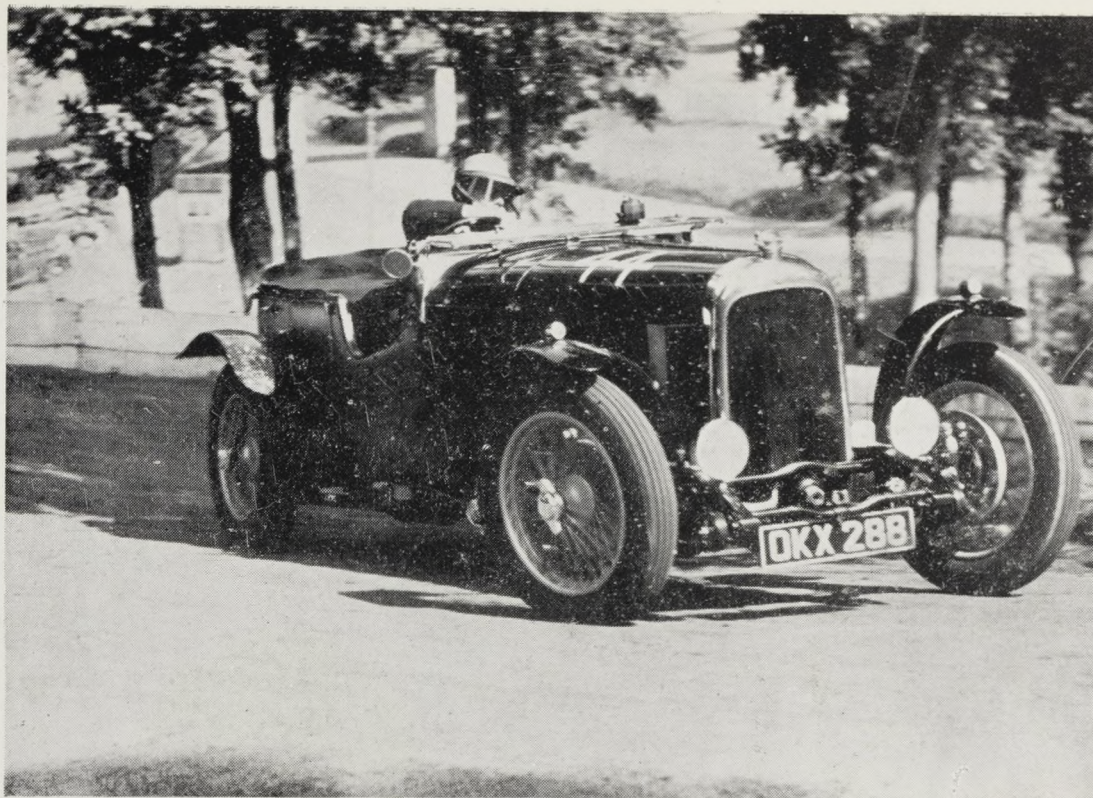


IBSLEY SPEED TRIALS. D. Richmond's two-stage blown Rapier taking Paddock Bend on the F.T.D. run.

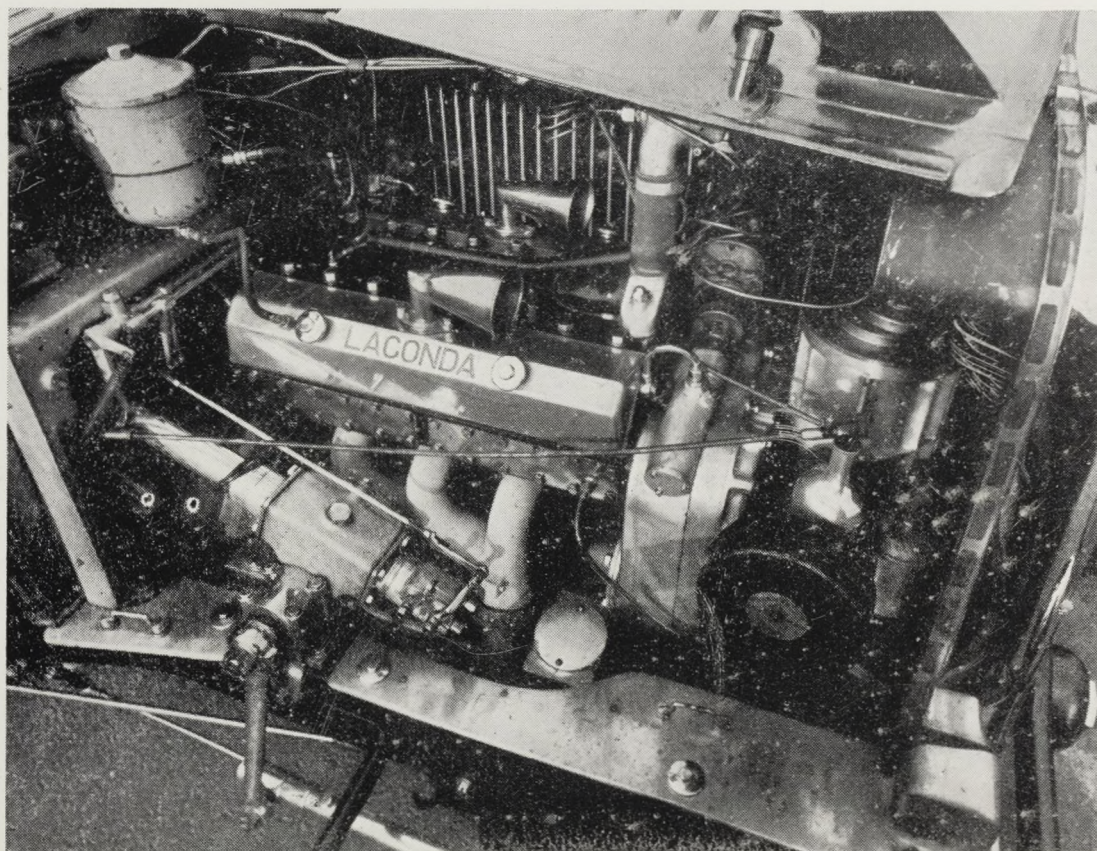


The power unit and twin blowers.

(Photographs by A. Hollister.)



*VINTAGE PRESCOTT. Maurice Leo's beautifully restored blown 2-litre.
(Photograph by Bruce Henly.)*

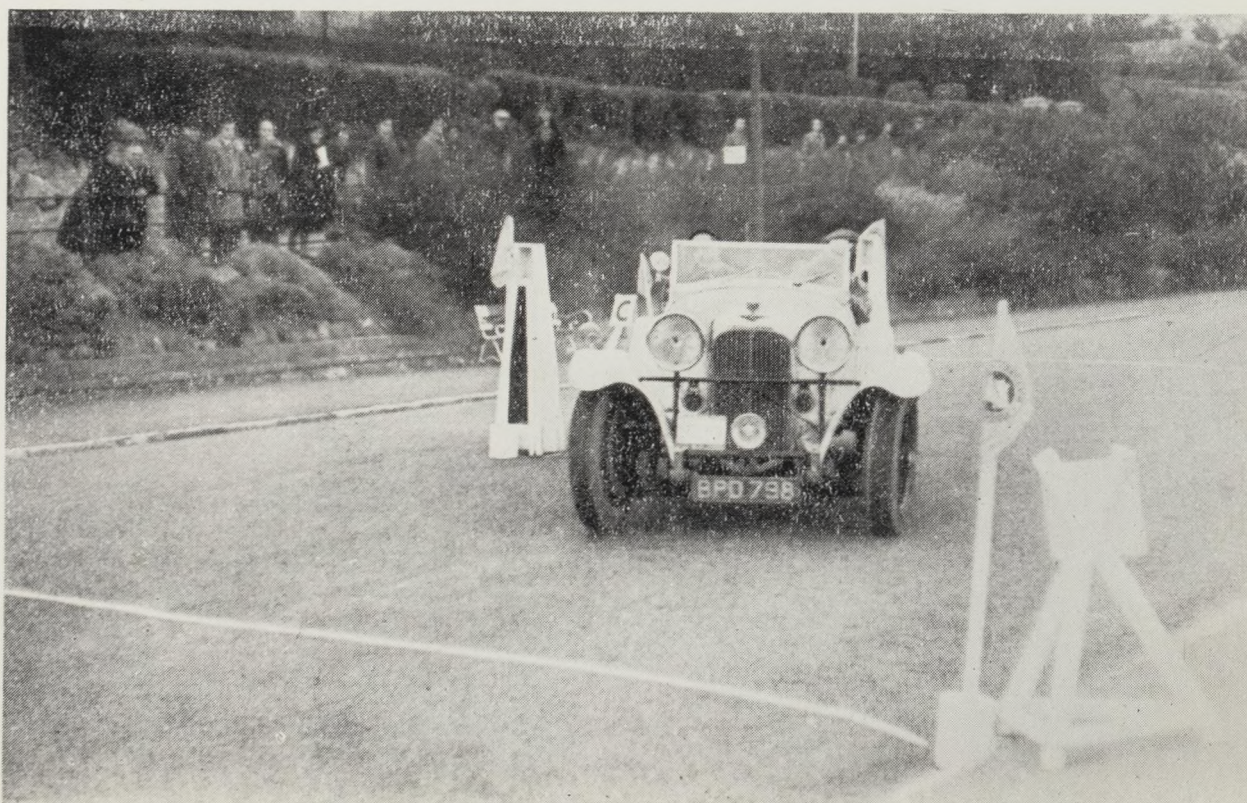


*The immaculate engine and Powerplus blower.
(Photograph by Harry Baker.)*



EIGHT CLUBS FIRST EASTBOURNE RALLY

Gompels offers a tit-bit to our Hon. Competition Secretess in the early hours of the morning.



Westall's 4½-litre performing during the tests on the sea front at Eastbourne.
(Photographs by Rexford-Welch.)

LAGONDA WINS IBSLEY SPEED TRIAL

It is not often, alas, that the name of Lagonda figures among the winners in modern speed events, especially those of the sprint variety. However, on 20th September, D. Richmond, with his very interesting stripped Rapier, made fastest time of the day against all comers.

The car emanates from the Downton Engineering Co., of Downton, near Salisbury, a well-known tuning establishment. It ran in stripped chassis form, with no pretensions to bodywork, or creature comfort. A very crafty method of two-stage blowing was employed (see centre pages—ED.), and the exhaust note was a real joy, being almost B.R.M.-like, and quite ear-splitting to anyone within range. Stern opposition was provided by several Coopers, Raven's well known Bugatti, Miles Martin's Jaguar, with the

latest C type engine, and the very potent Cripps Special. The issue was in doubt right to the end; first Cripps, then Martin clocking F.T.D. on their last runs. Then Raven beat them both, with a terrific run, and the issue appeared to be decided. But Richmond took the Rapier off the line like a rocket, drifted round Paddock Bend in masterly fashion, and fairly screamed over the finishing line, deafening everyone within range, to make a perfect run in 31.24 secs., last run of the day, and fastest. All Lagonda types were delighted and Richmond danced with glee when the result was announced!

The colours were also upheld in the Sports class by W. S. Battrick's 4½ Rapide, which tried hard, but failed to cope with XK 120s and other potent, modern motor cars.

A. HOLLISTER.

LAGONDA WINS ALVIS ILKLEY RALLY

This rally was held on Sunday, 19th October, starting at Ilkley and covering a distance of 88 miles, all in a fairly small area to the South West of Ilkley. Invited clubs were Alvis 12/50 Register, Aston Martin Owners' Club, Bentley Drivers' Club, Bugatti Owners' Club, and Lagonda Club, driving cars only of the club makes. Representing the Lagonda Club was D. M. Brown (Rapier), D. Thornber (Rapier) and G. S. Sanders (3½-litre). Other starters included 11 Alvis, 5 Bentley and 3 Aston Martin.

The weather was reasonable. At least it wasn't raining. Twenty-two cars left Ilkley at two minute intervals from 12.31 p.m. The first section of 48 miles had to be covered at 20 m.p.h. average with an unknown number of unannounced checks. At each check there was an allowance of only 30 seconds early or late and no loitering round the

corner was permitted or even possible as the marshals were usually encountered round blind corners. There proved to be four of these secret checks and the small time tolerance meant much slide rule work for navigators, although the speed necessary was comparatively leisurely unless one lost one's way. Several did lose their way at a point where the route card read "Left by Baptists chapel opposite Public Conveniences." There must be a moral in this somewhere but it escapes me at the moment!

In the second section of 40 miles, the average was increased to 24 m.p.h. and the allowance increased to plus or minus 3 minutes. Three special tests, for which no time allowance was made, were included at unspecified places. These tests delayed most people to an extent that many lost marks at an announced check about 5 miles further on.

The first test was the old friend of four garages which must be entered in reverse in any order. It was held on rather rough common land. Best times here were G. A. Longden, Aston Martin in 59 seconds and D. M. Brown (in the white Rapier with which he won the Lagonda Northern Rally) in 61 seconds.

The second test was a straight acceleration, braking and reversing test. Here Brown's Rapier again displayed its speed by returning the best time of 20.6 seconds: J. L. Braime (Aston Martin) was next with 20.9 seconds.

The third test was another old friend—width judging. D. Thornber with his red Rapier judged to such good effect that he tied equal with F. D. Atkins (Alvis) in

collecting the minimum penalty of $2\frac{1}{2}$ marks (for a 5-in. maximum clearance).

The results, produced with admirable speed, showed:—

1st G. S. SANDERS Lagonda	84 marks
2nd P. S. GREENWOOD	
Alvis	83 $\frac{1}{2}$ marks
3rd G. A. LONGDEN	
Aston Martin	81 $\frac{1}{2}$ marks

The sincere thanks of Lagonda Representatives are extended to Mr. Ellison and the Alvis Owners' Club for a most enjoyable Sunday afternoon and for the handsome awards which were provided. Here's to a return match! When can we fix it?

By our Northern Correspondent.

UNNATURAL ASPIRATION

The supercharged 2-litre Lagonda, has now for many years, held a peculiar fascination for me, largely due perhaps to the fact that the car was born during the time when I was spending most of my school days reading lurid motor racing yarns. The cars of those days with their enormous wheels, blazing headlamps, and shattering exhausts, have to my mind far more appeal than the smooth modern sports car, which is capable of far greater speeds in effortless silence.

My present blown 2-litre, OKX 288, was completely re-built after a road accident in February 1950, which reduced it to a mass of twisted metal. At that time I considered it to be a complete disaster, little realising that out of the wreckage would arise a much better and sounder Lagonda. I bought the Lagonda back from the Insurance Company for £25 and stripped out the chassis frame which was beyond repair. Work commenced exactly six months after the accident, and continued throughout the winter of 1950, until there emerged into

the spring sunshine of 1951 a completely re-built Lagonda, with a new chassis frame and every moving part renewed; in fact, as they say in the advertisements, "better than new."

Not wishing to bore readers with lengthy details of how the bits were put together (the whole re-build was written up in a recent V.S.C.C. Bulletin), I will deal mainly with the competition aspect of the blown car, which to my mind is the most absorbing model ever turned out from Staines, with limitless scope for tuning. For the benefit of new members and owners not quite so wise as some, I would mention that the supercharged 2-litre was produced in the latter part of 1930. The first Autocar road tests being on a Powerplus blown car in June 1930, which lapped the outer circuit of Brooklands at 90 m.p.h. Basically, the car was a low-chassis 2-litre, with a blower added, which was housed vertically between the timing case and the radiator. This necessitated moving the radiator forward

and lengthening the bonnet. The engine was the well-trying twin cam., hemispherical head, 2-litre, with the crankshaft fully counterbalanced, and safe up to well over 4,000 r.p.m. Other modifications to the engine included exhaust valves of tulip pattern with heavier stems for cooler running. The clutch springs were packed by the use of one plain washer behind each spring, in order to transmit the 100 brake horse power at 4,200 r.p.m.

Although many manufacturers were adding blowers to standard engines with success in the late 1920's (e.g. Alvis, Lea Francis, etc.) Lagonda soon discovered that the addition of a blower can ruin the reliability of a very sound engine. The supercharger itself gave more than its share of trouble and the Cozette No. 9 which is not large enough for a 2-litre engine, was dropped in favour of the Zoller No. 5. Lubricating a blower proved to be a very uncertain business, the addition of 2 per cent. of engine oil to the fuel for vane lubrication means that it is always possible to detect a blown 2-litre owner by the oily state of his trousers ! I should like to mention that all the three makes of superchargers fitted by Lagondas were of the vane type, i.e. Powerplus, Cozette and Zoller. After trying all three, I now find the Powerplus No. 11 far superior and more efficient than the other two.

Many were the difficulties that the Lagonda service department had to cope with, seized blowers being quite common, together with cracked cylinder heads, seized pistons and varying types of overheating, which brought about the introduction of a much larger radiator with a deeper block. The cylinder heads suffered cracked exhaust valve seats (and still do ; this defect was remedied by placing the sparking plug to one side of the combustion chamber, in order to increase the cooling of the valve seat. I have been fortunate enough to obtain a late type cylinder head cast in 1934 using 14 m.m. offset plugs instead of the normal 18 m.m.

Piston clearances are extremely important owing to the high temperatures generated. The original Y-alloy pistons giving a compression ratio of 5.4 to 1 are relieved with a file around the gudgeon pin bosses, where partial seizure often occurs with new pistons. Any attempt to assemble a blown engine with fine clearances is doomed to failure, for the proud owner will probably find himself sitting by the roadside waiting for his pistons to cool down. A little piston slap is essential if one desires to motor quickly.

On OKX 288, and GK 3255 its predecessor, I can quite honestly say, that I have experienced every type of defect known to the marque. Having conquered most of these difficulties I now consider the car to be reasonably reliable and efficient. Actual performance data has never been recorded, apart from times available at sprints and hill climbs. The best time so far at The Bentley Drivers' Club Firle, was 36.4 seconds, recorded at last September's meeting. Fifty-nine seconds is best time so far at Prescott Hill, but this reasonably poor time is partly due to finger trouble on the part of the driver. Prescott is a wonderful hill demanding the maximum of skill on the part of the driver, in order to record a good time. With the present low back axle ratio of 4.6 to 1, maximum revs. in top gear give a road speed of 92 m.p.h. coupled with very reasonable acceleration for a vintage car of under 2 litres.

The charm of driving a blown 2-litre is that the amount of noise and vibration set up at over "three-five" is often liable to convince the driver that his speed is considerably more than indicated ; this possibly is one of the reasons why the makers always fitted the speedometer on the passenger's side of the instrument panel !

The works considered that the heavier 3-litre back axle was necessary, nevertheless I have for many thousands of miles now motored on the normal 2-litre axle, in view of the considerable saving in unsprung weight. I always feel that if any weight-

saving is to be indulged in, attention should be concentrated on the front and rear axles, the sum weight of both being out of all proportion to the total weight of the car. This was the main reason for scrapping the normal movable cycle type wings, which are normally carried by the front brake back plates, in favour of the fixed type which are now fitted to the re-built car. This modification brought about greatly improved handling qualities.

Other modifications included a straight through Servais exhaust system, lightened and balanced clutch and flywheel, and a total weight reduction of 2 cwt., reducing the gross weight from $28\frac{1}{2}$ cwt. to $26\frac{1}{2}$ cwt. Modifications in mind for this winter are a completely redesigned exhaust manifold, and further attempts at weight reduction, 25 cwt. with complete road equipment being the eventual aim.

MAURICE LEO.

INTRODUCING THE 16/80

From every point of view the new six-cylinder Lagonda is a most interesting machine. In the first place, the unusual but practical course has been taken of adopting, as a basis, the design of another manufacturer, in this case the 65×100 mm. six-cylinder engine originally produced by Crossley Motors. This has entailed the adaptation of the engine for its new work and for the additional power output required, modifications being introduced for the purpose by the Lagonda designing staff; and, since the supply of complete engines by one firm to another is rarely satisfactory except in special circumstances, it has been arranged that the engine shall be built entirely at Staines.

The result is the new 16/80 Lagonda, fitting into the range of models as an additional machine to the now well-known two-litre four-cylinder. As to detail, the two-litre engine has its cylinder barrels, crank case and main water jackets in one iron casting, water being circulated between the pairs of cylinders and through a ring of ports upwards through the gasket to a detachable head. The crankshaft is held in five massive bearings, and has at its forward end the slipping type of flywheel generally known as a vibration damper, which in this instance is neatly encased, being invisible from the outside.

At the forward end of the crankshaft, also, is a double-roller chain suitable for

high crankshaft speeds and driving a camshaft which is carried relatively high up on the side of the cylinder block, the chain also driving a side shaft for the dynamo and magneto in tandem. Adjustment for chain tension is arranged by mounting both the latter auxiliaries on a single base which can be moved sideways, carrying one chain sprocket, and so adjusting the chain itself. Both auxiliaries are provided with vernier couplings.

On one side of the cylinder block is a very large cover plate which, if removed, exposes the camshaft and the lower end of solid but very light push-rods which actuate the overhead valves through rocking levers, the weight of the rocking lever and push-rod being kept as low as possible. The valves are vertical, are carried in cast-iron guides, and each has two coil springs, while the push-rods are held on a common side shaft, and the clearance between the hardened end of the push-rod and the valves can be adjusted at the rocking lever end as usual.

It will be noticed from this that the number of gear wheels in this engine is reduced to the minimum by the arrangement of the distribution chain, additional to which there is only the skew gear for the vertical shaft of a spur gear oil pump carried down in the sump. This pump sucks through one filter and delivers lubricant under pressure to an Auto-Klean strainer which, in effect, consists of a number of thin metal discs

between which the oil is forced. To clean any sediment deposited on the discs the central spindle of the strainer is so connected to the clutch pedal that every time the latter moves the strainer is automatically cleaned, the eventual deposit of sediment being removed through a drain orifice.

Oil is forced to all the bearings under pressure by channels within the cylinder block, through the pedestal for the rocker axis, and through the rockers themselves to the valves, the big-ends being fed through the crankshaft, as usual, while there is an oil pressure adjusting valve handily placed on one side of the crank case. Oil returning from the rocker gear is drained back again to the sump ; that by-passed by the pressure valve is fed to the timing chain.

Duralumin connecting-rods are employed, with bronze-backed white-metal big-ends, and the aluminium pistons have floating gudgeon pins located endwise by circlips.

The combustion space itself has no special peculiarity, and the plugs, which are of ordinary size, are on the off side of the head.

Water is circulated throughout the head and main jackets by a big centrifugal pump driven by the tail end of the fan spindle, the fan itself being driven by a belt with a special adjustment for tension. Both inlet pipes and exhaust branch are together on the near side, the inlet pipe consisting of two V-shaped branches, each with its own hot-spot, and each fed by a down-draught S.U. carburettor necessarily carried rather high on the engine, for which reason the float chambers are supplied by an electric pump placed well up on the engine side of the dashboard and taking its supply from a fourteen-gallon fuel tank at the rear of the chassis, the main fuel pipe being provided with a separate filter.

Advantage is taken of the position of the filter to draw fuel from the container bowl for a Ki-gass petrol pump which is used for

SERVICE

EFFICIENCY

We have always appreciated Lagondas . . .

It was for this reason that in the early post-war years we invited owners to apply to us to obtain completely normal insurance rates, whenever their records were as blameless as their cars.

We are still doing this

HYDE-EAST & PARTNERS LTD.

INSURANCE BROKERS

9, WALDEGRAVE ROAD - TEDDINGTON - MIDDLESEX.

TELEPHONE: MOLESEY 4317-8

CONSIDERATION

ENTERPRISE

starting the engine on a cold morning, the ordinary mixture adjustment of the S.U. carburettors being put out of action. Each inlet pipe branch, of course, feeds internal passages to the valves, and near these passages are others leading to two separate exhaust branches, pipes from which run into a Burgess silencer, a type remarkable because the gases pass straight through, unimpeded, to a tail pipe and then to the usual fishtail.

The whole power unit is mounted on flexible material under four engine arms, below one of which is carried the starting motor with a protected Bendix pinion and solenoid control. Behind the flywheel is a modern plate clutch taking the drive to a four-speed gearbox, which is compact in shape and mounted on two cross-members, with the gear lever on the driver's right-hand side.

Behind the gearbox is the first of two Hardy-Spicer universal joints for a tubular open propeller-shaft of considerable diameter, having at its front end a splined sliding joint, while the semi-floating spiral bevel driven rear axle follows traditional Lagonda practice in all its details.

No change has been effected in the brake mechanism, which is unusual in that the rear shoes are fully compensated by means of a chain and sprocket gear, and are operated by cables which pass over very large pulleys, while the front brakes are not compensated and are actuated by rods, an arrangement that allows advantage to be taken of the fact that the front brake shoes can take a very much greater load than those at the rear. A single adjustment for the brakes operated by the pedal is provided, and the lever, which controls separate shoes, has the racing type ratchet brought into operation only when the trigger is pressed.

All four springs are half-elliptic and are backed by friction type adjustable shock absorbers. The radiator is mounted on a front cross-member, has within its top tank a concealed thermostat opening and shutting

streamlined shutters in front of the radiator block, and is provided with a very neat quick-acting cam and lever filler cap.

As before, the steering gear is normal and straightforward, and a well-raked steering column and a big flexible-spoked steering wheel having in its centre the magneto advance and retard lever and the horn button.

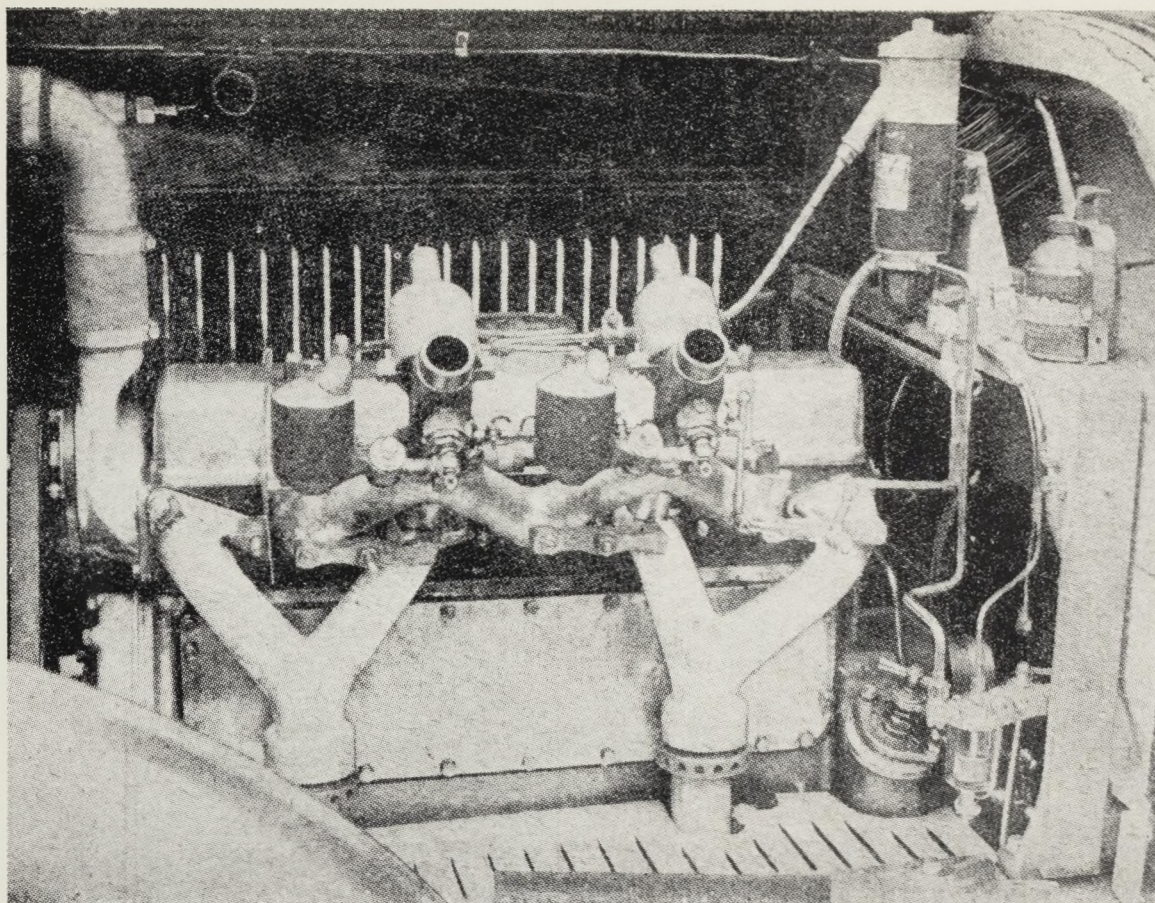
Considerable trouble has been taken to ensure that the future owner will be assisted and not hindered when he has to give the chassis periodical attention. Oil-gun nipples which might usually be difficult of access are concentrated and grouped at the side of the frame, where they are easily reached. The single-point brake adjustment has already been dealt with, but a special trap-door in the boards underneath the rear seat cushion actually does allow more lubricant to be poured into the rear axle centre casing than otherwise, while, better still, two other trap-doors make it easy to adjust the rear shock absorbers for which, also, a special spanner is provided in a socket close handy. Those who have much experience of cars wherein these two operations involve the services of a trained contortionist will realise the value of these points.

Since over-enthusiasm with the modern garage type high-pressure chassis lubrication service led to the flooding of the brake drums with oil, the oil-gun nipple previously used has been replaced by a plug, and the necessity for lubricating the axle main ball bearing arises so seldom that this change is positively beneficial.

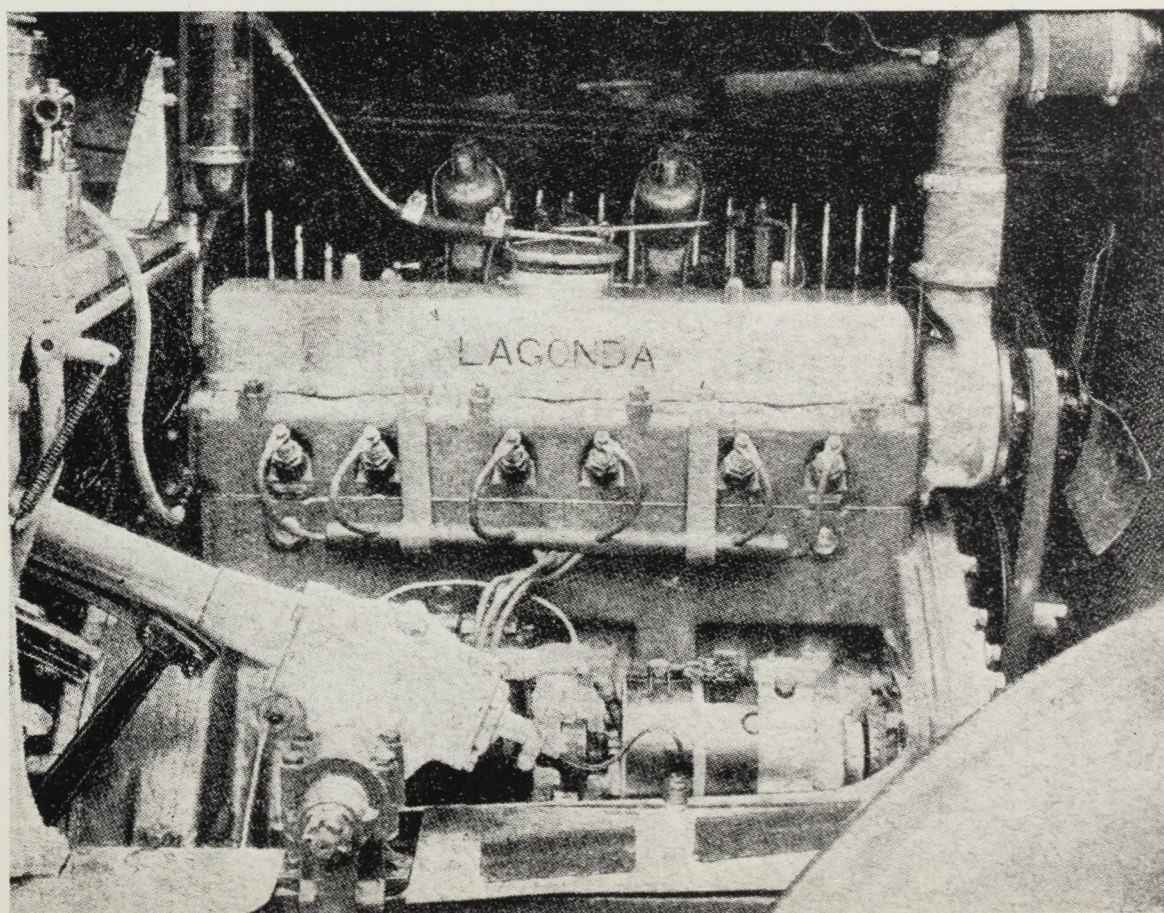
Rudge-Whitworth wire wheels with ear caps complete the machine's equipment. The gearbox filler is easy to get at, and the car as a whole, viewed as a chassis, seems to show every promise of future performance and to be essentially an owner-driver's machine.

The price of the chassis is £450. A four-seater tourer costs £595, a panelled saloon £695, and a Vanden Plas two-seater £635.

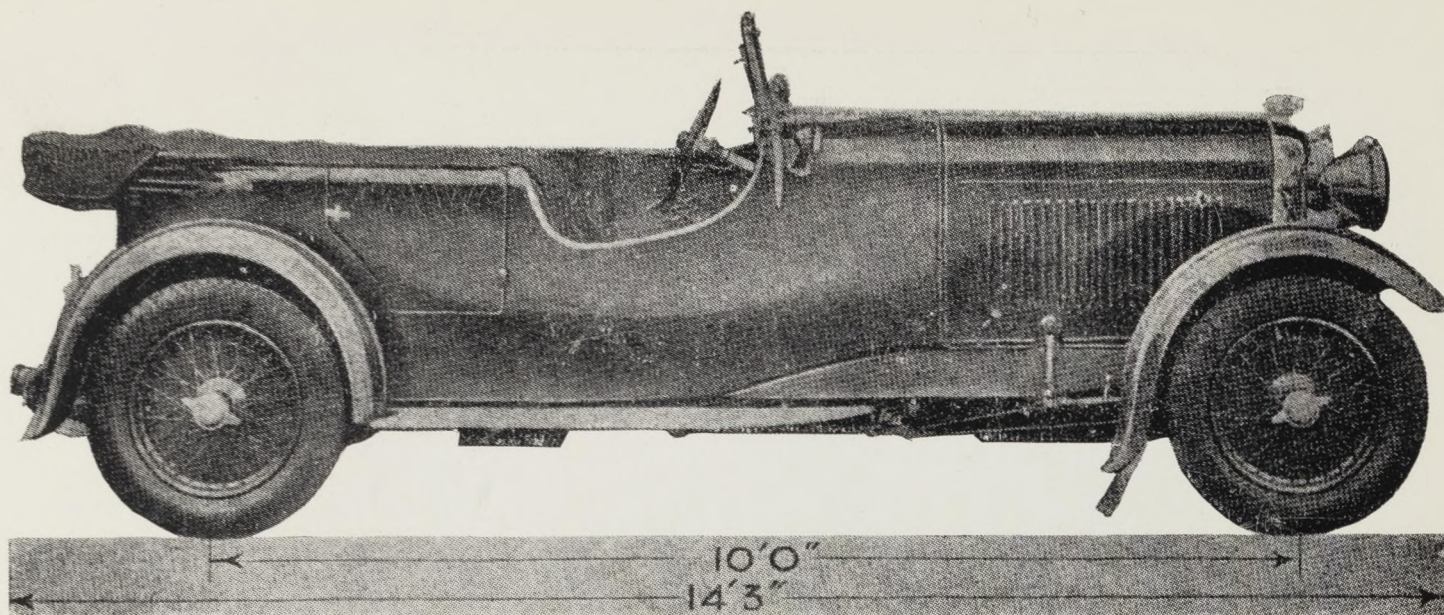
(Reprinted by kind permission from the "AUTOCAR" of 12th August, 1932)



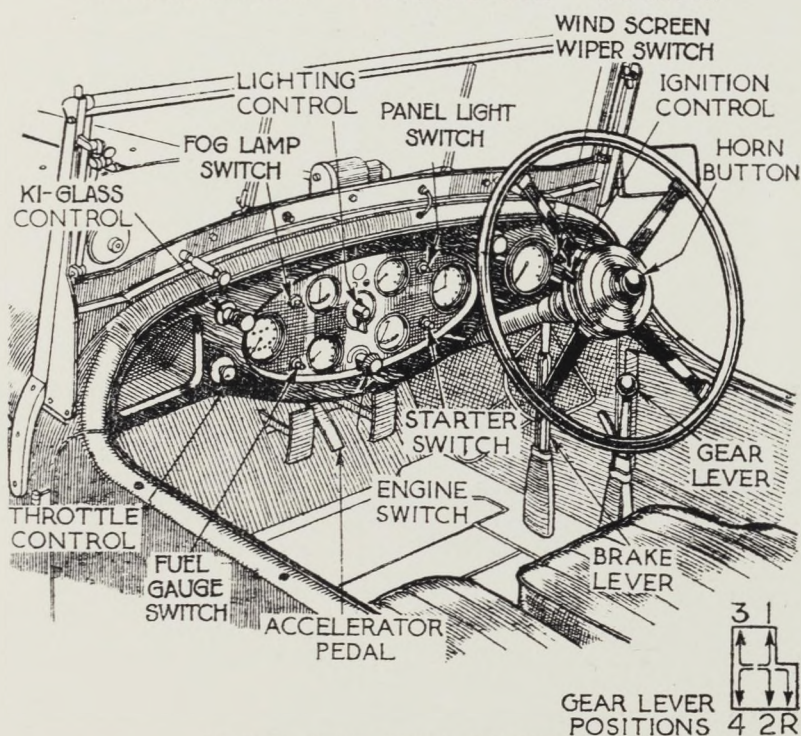
Near side of the engine room on the "new" Lagonda, showing the down-draught carburettors and special inlet pipes.



*Off side of the engine of the "new" six-cylinder Lagonda.
(Reproduced by kind permission of the "AUTOCAR.")*



16-80 LAGONDA "SPECIAL SIX" TOURER



DATA FOR THE DRIVER

15.7 h.p., six cylinders, 65 × 100 mm. (1,991 c.c.).

Tax £16.

Wheelbase 10ft., track 4ft. 8in.

Overall length 14ft. 3in., width 5ft. 6in., height 5ft. 6in.

Tyres: 18 × 5.5in. on detachable wire wheels.

Engine—rear axle gear ratios.	Acceleration from steady speed.			Timed speed over ¼ mile.
	10 to 30 m.p.h.	20 to 40 m.p.h.	30 to 50 m.p.h.	
16.21 to 1	—	—	—	—
10.13 to 1	5 sec.	5½ sec.	—	—
6.01 to 1	8 sec.	9 sec.	10½ sec.	—
4.4 to 1	13 sec.	13 sec.	14½ sec.	80.00 m.p.h.

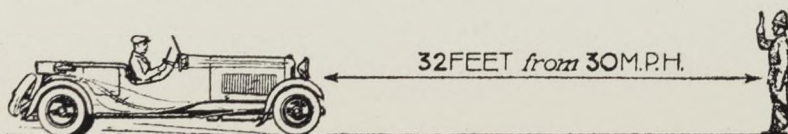
Turning circle: 40ft.

Tank capacity 14 gallons, fuel consumption 20 m.p.g.

12-volt lighting set cuts in at 17 m.p.h., 9 amps. at 30 m.p.h.

Weight: 28 cwt. 2 qr.

Price, with open four-seater body, £595.



Chassis described in "The Autocar" of August 12th, 1932.

THE AUTOCAR ROAD TESTS

No. 749 (*Post-War Series*). 16/80 Lagonda "*Special Six*" Tourer.

Silence and smoothness of running have been combined with performance in the new 16/80 Lagonda to an extent not hitherto achieved in any of these very fine cars. Yet the performance itself is remarkably good, even if judged on maximum speed alone, whilst it is even better from the general point of view if judged on the ability of the car to get under way really briskly, accelerating on a quite short stretch of road up to a high cruising speed, and maintaining that speed tirelessly. Surprising average speeds are put up because of the deceptiveness of the car.

The cruising speed can be 50 or 60 m.p.h., or even 70 can be held, so smooth does the engine remain at high revolutions. There is no question but that the adoption of a six-cylinder engine of this capacity, namely, two litres, is thoroughly in line with modern tendencies and meets present-day requirements for a car which is not only fast, but able to be driven on top gear for a considerable portion of the time if one chooses. The new Lagonda admirably fulfils this demand.

Few people to-day can afford to have separate cars for different occasions—for example, what may be called sports use and, as a contrast, normal every-day running; a machine of a truly two-purpose type is wanted. The new machine is a delight on the open road for its acceleration, its road-holding and cornering, the smoothness yet power of its brake operation, and for the accuracy of its steering, being, in fact, in all these respects thoroughly in keeping with the reputation which its predecessors and the other current models of the same make have steadily built up.

By contrast, the machine is definitely pleasing for the way in which it glides through the streets of a town on top gear with no noise at all, slowing down, if occasion arises, practically to walking pace with ordinary use of the ignition control, yet still getting away on top as opportunity permits.

That is not to neglect the advantages of the very valuable indirect gears, third speed in particular, on which a genuine maximum of 70 m.p.h. can be reached, whilst on second over 40 is possible, and about 25 m.p.h. on first; the speedometer read appreciably fast. An engine limit of 5,000 r.p.m. is attainable.

The right-hand gear change, as on previous models with a normal gearbox, is tricky in the first instance, but, once mastered, a sheer joy to handle for its rapidity and lightness of operation, whilst the indirect gears themselves, though having straight-toothed pinions, emit only a sound which is pleasant rather than otherwise, and which somehow suggests a high-grade, well-built car in a manner which complete silence might not achieve in such a machine.

In connection with gear changing may we mentioned the clutch, which has an appreciably lighter action than formerly, which is all to the good, the take-up of the drive from rest being smooth without special care on the part of the driver. An adjustable clutch stop is fitted. The hand-brake lever is of the type which stays "on" only when the knob in the top is depressed; it controls a separate set of shoes on the rear wheels; the steering wheel is spring-spoked.

When it is remembered that the car has a six-cylinder engine and carries the full, remarkably comprehensive Lagonda equipment, the value offered by the new model becomes particularly apparent. Thus, cycle-type mudguards are fitted, the chassis is provided with the grouped system of lubricators, a row at either side of the frame, with pipe lines leading to the various bearings which would otherwise be difficult of access. Still more important, the body is a full four-seater of panelled construction, equivalent in capacity to that fitted on the three-litre chassis, and a remarkably comfortable body of its type, not only for the driver and front passenger, who have separate, im-

mediately adjustable bucket seats with pneumatic cushions, but for back passengers when carried, since they sit right down in the car. Leg room is generous, and there is a folding arm-rest for the back seat, as well as arm-rests at either aide, which are an innovation for the open body.

A rev counter is provided, and for night work has its own green-tinted light; there are a fuel gauge, an engine thermometer, and a clock, besides a deep cubby-hole on the near side of the instrument board, and a very efficient double-blade electric windscreen wiper.

The hood goes up and down easily, there is a tonneau cover for the back compartment when unoccupied, and rigid side-screens are carried in a compartment easily reached behind the back seat squab.

Both radiator and fuel tank have clip fillers of really businesslike construction, and the radiator, which resembles that of the bigger Selector model, is provided with shutters automatically opened and closed by a thermostat.

Starting from cold was found to be particularly easy. For dimming at night a

new Lucas system has been adopted, having as its main feature a large central spot-lamp mounted just above the shield between the dumbirons, and pointing slightly to the near side. A foot-operated switch, which is very convenient, cuts out both head lamps and brings the single central lamp into action, which, it is found, gives an entirely adequate driving light yet is regarded favourably by other drivers.

As always, the engine is beautifully finished; there are two S.U. carburettors, all the sparking plugs are really accessible, and a magneto is used.

It was possible to take a short run on one of these latest 16/80 chassis fitted with a panelled four-door saloon body, and though this car had a new engine which prevented the maxima on the various gears being attempted, a high opinion was formed of the silence of the coachwork itself, and the freedom from drumming or reverberation. In general equipment it corresponds to the open car, but has a useful luggage container built into the tail.

(Reprinted by kind permission from the "Autocar" of 16th September, 1932).

NORTHERN NOTES

The Northern Secretary is somewhat disturbed lest members should think he spends all his time skulking in vans and acting in other unseemly ways. In fact, he spends long periods in thoughtful contemplation and consideration of means to harass the peaceful Lagonda owner. He hastens to add that the execution of this is usually accomplished by other more energetic persons.

Some slight improvement is noticed in the barley trade since local meets began, and to further this improvement to the end that a 2½-litre might be added to the stable, additional meets are projected in the Newark area and in Scotland. For the former, members interested are asked to contact the Northern Secretary, or K. G. Westmoreland, though cards will be sent to those reasonably

near. The Scottish venture, under the auspices of Lt. A. Gillingham, is on Saturday, 29th November, and if successful, on subsequent LAST SATURDAYS, at Bridge of Allan near Stirling. Experience in other areas shows that such meetings are much enjoyed—at least one can talk cars without boring the company!

The Alvis Owners' Club ran a very enjoyable road event from Ilkley. This is reported elsewhere, but we must congratulate Sanders who carried off the honours by winning with his Lagonda.

Foster of the famous 1913 11.1, also has a 3½ saloon. To make driving really interesting he has fitted a Maybach gearbox, controlled by the Foster patent three-lever control.

One lever in the middle of the floor gets in the way anyway, but three !

The customers take badly to Remfrey's chassis, so he is disposing of it. Perhaps if he'd put a rail round to keep folks from falling off — ?

Your Northern Secretary travelled to the Motor Show in best Vintage tradition, cruising at 80 at about 300 r.p.m. (Vintage ? Or Naval tradition ?—Ed.) Experimented with fresh form of locomotion—in vertical direction. Interesting experience but it's charm and dignity somewhat marred by mischievous and unwarranted outside interference with the mechanism.

Vessey continuing to motor to great purpose in Vintage events, but says he finds navigation in London rather difficult—depends a lot on the passenger !

Further use for Lagondas—as roost for guinea fowls. For details apply Sanders.

Among several 4½'s in the area, Legett's and Ogle-Scan's can be admired regularly at Mottram, while Archbell, in charge of a harassing section on the recent Nidderdale Trial, was seen in a very smooth drop-head coupe.

We are pleased to have K. Frith of the B.D.C. at the local meets, along with other Bentley, Alvis and Aston Martin Owners.

Page, having broken a piston, thought to save weight and friction by doing without it and running on three. The experiment was not an unqualified success, but exciting blower pressures were recorded.

The Allison brothers, after a wild ride with the Northern Secretary are settling

their nerves by driving an Austin 7. They, with others, find a Lagonda a great inducement to sobriety and clean living. Partly, no doubt, in deference to the dignity of the make ! Incidentally the Austin was towed home behind the Lagonda, but the brother driving the latter forgot he was towing, so some virtuosity on the steering wheel was required of the brother in the Austin.

Pye is faced with motoring and sartorial problems of no mean magnitude. The powers-that-be intimate that he will be dispatched abroad, but fail to say when and where, and the problem is whether to make wardrobe replacements of bush shirts or fur-lined overalls. He asks to be excused any apparent eccentricities of costume in the meantime.

An extremely fine sample of hirsute appendage was seen recently on the driver of a 2-litre in the Liverpool area.

We hope Arthur Fisher's aunt at Haverfordwest is progressing favourably.

Contentment—a comfortable lounge, a few members of the Lagonda Club, a nice tea with some choice sticky cakes, some Lagondas outside to go and look at while the tea is being paid for (one hopes !) a newly decarbonised pipe—no wars, no political strife—must send an enrolment form to Winston and Clem, Joe and Harry.

Lagonda Party. It has been decided to repeat the Northern Party at Knutsford. It will be held on a Friday towards the end of February, so please avoid all business and social commitments until the date is fixed. Excellent Buffet, and Bar, till next morning.

CLUB BADGES

Delivery of the first batch of car badges is now expected in the second or third week of December, and a preliminary order for 100 lapel badges has been placed which will be fulfilled at some future and unspecified date, and NOT at any thoughtless and optimistic date which our good and Hon. Secretary may see fit to publish in his little intermediate

hand-out ! The car badge costs 25/—, and the lapel badge 5/— . The latter will be similar to the former in design, but of course smaller in size, and with a "safety pin" type of fixing so that it may be worn by both sexes and household pets. Please send your orders AND MONEY to : D. J. ROBERTS, Hawthorne Lodge Bungalow, Bracknell, Berks.

BOOKS TO BORROW . . . AND TO KEEP!

"One, a gentleman with a handlebar moustache and wearing rough tweeds, got into a long low vehicle which resembled a cross between a canoe and a hip-bath, so that he was almost lying down to drive, and roared away without a muffler. Sonia said something about "that Lagonda!" and got into the driver's seat. . . ."

P. 113 of **Family Trouble** by WILLIAM MCFEE. *Faber and Faber, Ltd., London.*

Which only goes to show that our previous note (see No. 4 of THE LAGONDA), wasn't just a flash in the pan! Technical note. Muffler=silencer, not something to keep the neck warm.

Motor Trade Practice, by P. A. REYNOLDS, F.I.M.T., A.M.INST.B.E. *Methuen and Co., Ltd., London.*

To anyone thinking of going into "the Trade," bearing in mind the number of cars

for sale, the chapter on Sale of Goods Act should make instructive reading, especially the paragraphs on false statements!

It may be noticed by regular readers (if any) of this item that the books mentioned are steadily losing their wholly motoring aspect, and that your harassed reviewer tends to include more and more of his own personal favourites, even if a motor vehicle is mentioned only once therein. This state of affairs can be remedied quite simply by gifts this Christmas of more books from well-wishers, and, possibly, copies from publishers; in the latter case we could almost guarantee a good write-up! May we close by wishing one and all, especially the Editor, a Merry Christmas and a pink-free New Year!

D. P. KING.

"PER ARDUA" MOTOR CLUB

The launching of this new car club took place on the 2nd November, 1952, as a club open to serving members of the R.A.F. and Volunteer Reserve, under the Presidency of Air Vice-Marshal Sir Francis Mellersh. It is felt that our own members will be interested in the progress of the "Per Ardua" for two good reasons; firstly, the entry of members of the R.A.F. into competitive motoring is in itself a good thing, and it is hoped that much technical help may become available—

and secondly, the marque Lagonda appears to find favour with the R.A.F., as a considerable number of our own members are of that Service.

Wing-Commander Williams, a well-known member of the old Register, has been largely responsible for the birth of the Club, and we wish his efforts well.

The Secretary of the Club is: S/Ldr. H. J. McRAE, Room 3360, Air Ministry, Whitehall Gardens, London, S.W.1.

V.S.C.C. WELSH RALLY — 4th-5th OCTOBER, 1952

Three Lagondas entered, driven by Coates, Fisher, and Bartleet. Coates, in his 2-litre with 3-litre engine, was not offered any problems and was one of the three who gained a first class award. Is this the first competition success of a 3-litre engine? Bartleet committed to bring all his power, and fearing the effect of real live horses on the "Hip-bath's" temper, decided to retire.

Fisher, in "Plautus" (the blown cut-and-shut partially assembled remote controlled 2-litre puzzle corner), blipped his way around until a particularly ferocious blip swallowed the carburettor needle. He finished strongly, however, using a $\frac{3}{32}$ -in. twist drill, putting up F.T.D. in the special test, and winning a pot of honey!

C. S. ELPHINSTONE.

CHILTERN TREASURE HUNT

Corrugated faces and sundry departure-noises signified that the hunt was already on when the Skipper returned (minus five marks) to Lucia, the three back-seat co-pilots, and the navigatress (how savage and sabre-toothed that sounds). With map streaming in the wind and a sawn-off lead pencil, a first-class pentagonal row was soon raging, and only when a rough plan of attack had been agreed did we realise that it was too late to commence searching for a starting handle in a haystack.

We rather pride ourselves on our literary ability, so we next attacked the fourth clue. The successive results :—

Floo-munl, Fuml-loon

Loof-Numl, Oof-Llumn

were discarded and even when translated into Urdu the resulting two words seemed unlikely, not to say unseemly.

The clue was regretfully abandoned in favour of 1958×87.441 and the grid references obtained pointed to :—

- (1) County Sanatorium—Cambridge.
- (2) Sandecotes Road, Parkstone.
- (3) A spot that was actually on the map, some three miles away.

Hopes ran high when we sighted a bald-headed type complete with route card, on the point of entering the undergrowth. Lucia dimpled with joy, and we followed, but further discreet investigation proved :—

- (a) That bald pate was not a member of the Club.
- (b) The paper he carried was not a route card.
- (c) His journey into the bushes was concerned with matters totally unconnected with the treasure hunt.

With ever deepening dejection we made our way to 844087 where Lucia's athwartships dimensions called forth frenzied hoots and squealings of brakes, but the scenery revealed no sign of orange paint or trimmings.

Thence to Coombe Hill where were assembled :

- (a) a green Bentley that had obviously driven itself there.
- (b) a puissant but abandoned Lag. displaying an orange notice "OUT OF PETTROL."
- (c) certain spectators whose mien expressed mingled bewilderment, trepidation and disapproval (reminiscent of Broadmoor on Visitors' Day).

A gear lever, and lengths of wire and string were tactfully restored to the Lag, after removal by co-pilot 3 (youngest—female) under the mistaken impression that they were verily treasure. The Skipper then led the way to the objective, but no welcoming hands, pint-grasping or otherwise helped him in his perilous climb. He can, however, personally testify to the excellent view of the antics of the non-competitors obtained from the apex of the monument, and that the pineapple is non-detachable. ("Pineapple, you nasty brats—it was *not* a nut".) At this moment a time-space problem presented itself—that of being at two points three miles apart at 1600 hours precisely, so the safe driving was abandoned in favour of some unsafe driving to the water hazard.

Oozy bubbles marked the position of previous arrivals, and even to this day (or so Hakluyt sayeth) the inhabitants of Aston Sandford wear rings in their noses.

The infuriated crew then demanded the Skipper's nut as the fattest so far encountered, but this is also non-detachable.

Morale was restored at Thame by the vast chorus of "No, we found nothing either," and the co-pilots revenged themselves on fate by a creditable endeavour to ruin the catering department of the Spread Eagle.

P.S.—Lucia is still giggling :

"He must have meant Petroll."

MARTIN HUTCHINSON.

THE EIGHT CLUB'S FIRST EASTBOURNE RALLY

It is not often that one is pleased to eat or perhaps nibble one's own words; but the recent turn out of the Clubs' members has placed your new competition secretary in that strange position! The Eight Clubs' Eastbourne Rally on 17/18th October, was characterised by a goodly agglomeration of both Club members and their cars; in fact nine entered and eight competed—this being the second largest marque entry! No mean achievement after the gloomy forebodings of the recent Annual General Meetings. (See letter from Mr. Fisher.—ED.)

The event consisted of over 300 miles of motoring, and included seven sections, with a driving test by the vehicles' own lights (if, by then, any worked!), and an arrival test to discover those who had used up too much Ferodo during the night! Breakfast was taken at the Water Mill, Reigate, which establishment was shrouded in stygian darkness on the arrival of the first competitor, and on being knocked up, announced that they were preparing to feed the Rally on the following night!! The fact that they produced first-class food for the, by then, hungry competitors, indeed proves their efficiency and elasticity of organisation.

The course had been chosen to provide difficult navigation and it did so; only six competitors managed to avoid disqualification for lateness during the night. (One hour cumulative disqualified.) Certain points had been selected with obvious care, notably Marsh Gibbon, near Bicester, where the Rally was required to turn off the road, through a five-barred gate, on to a disused road which had every semblance of a farm track, with four more gates to boot. The local farming population appeared to have turned out *en masse* to cheer, and it is feared, to misdirect the competitors. Rustic voices that told competitors that "the' woir strngors" hardly carried conviction! It was unfortunate that the regularity test was spoiled by fog, as it had been layed in the prettiest of lanes and designed to mislead the competitors

in about six ways at once. It must be said that the course successfully refuted the recent criticisms by motoring journals that a rally cannot be won on the road section alone—well done Eight Clubs! In the afternoon, tests were conducted on the Eastbourne front in a very slick manner, aided (note you) by the Police, the Navy working the telegraph, and an Antone van complete with public address system.

How did the Club members fare???? Firstly, the Bartleet-Fisher-Loch entourage in a Citroen Light Fifteen managed to secure seventh place in the general classification, and they might have been even higher if they had read the test regulations, or if Peter had worn his other glasses—the ones that show pylons up! The trials and tribulations of Freeman Wright and the fire-engine are interesting, but it is difficult to see how he discovered a map reference that took him to his own bathroom and kitchen! The Greg-Audsley-Standely scud-eria was observed during the night suffering from various ills internal, and at Marsh Gibbon, our worthy Secretary was discovered in the back of the car, wound mummy-like with miles of maps and yards of electric cable, apologising for navigational errors to an EMPTY car—is this the first sign of something, or just his inevitable good manners? Holt in a 2-litre, trundled around what he thought was the course, with a very commendable "we will get there if it takes till Christmas" and managed to do very neatly in the tests. The Gompels-Stanton 3-litre completed the course, and at one time was well placed, a very creditable effort in their first big rally. He was endowed with all the author's sympathy in the driving tests, as 3-litres, though terrifically fast (Ooooh!—ED.), are not designed to pop quickly into any garage, let alone two plus a nasty parking spot fit only for a small bicycle. Westall, without Maurice Russell who was on the sick list with a bad knee, lost too much time to be within striking

distance of the vanguard (literary sense, please!) but arrived all in one piece and obtained creditable times in the tests for so large a car. Hill Smith (a cunning one that boy!) entered his 1928 high-chassis 2-litre but then prevailed on Mitchell to enter his Frazer, instead! They completed a few (rumour says two) sections to a vast mileage, and filled the car with tattered maps and household odds and ends, while Roddy amused himself by growing the best beard of the Rally.

As in most rallies this should have been the end, but in this one it was in some sense the beginning. The Lagonda contingent repaired to an excellent restaurant that turned on remarkable food, and by common consent the party set off to Pevensey to test the air and beer. It should be recorded that no ancient monument was damaged or even in danger—a change!

In the evening the remains of the Rally, which numerically appeared to be more than had set off, assembled in the ante-room of the Albion Hotel, Eastbourne, where they were greeted by the Mayor, Alderman E. C. Martin, J.P., a doubtful motorist of 1903 vintage, who in a short address made it abundantly clear that Eastbourne likes motorists. In fact, the Corporation very generously presented a cup to the best performer. The proceedings then assumed a less formal vein and all set to in an endeavour to regain their lost fluid balance. A little later, it was provisionally announced that Birkett-Gotts-Willis of the Hants and Berks Club, in a Morris Minor, had won the major award, indeed a popular win. On, but probably after, closing time the party dispersed to try a little sleep for a change but not before the management of the Albion had offered tea or coffee—Eastbourne certainly believes in looking after their guests.

It is only right and proper that the Eight Clubs' should be congratulated on running an event that was characterised by efficiency, seasoned by novelty and attended by success: into which certain officials

had put more work than most of the competitors suspected. The soft accents of Barclay Inglis (this individual may be seen in his true colours in the correspondent columns.—ED.) certainly charm one even into liking marshalling in the small hours, and turn the wrath of competitors to such purpose that they buy him a drink—a gift worth many gallons. Good humour was the watchword of nearly all the competitors who had entered for entertainment and motoring in the true sense; but a few, to whom awards mean much, might have profited by emulating the bearing of the majority.

Results

No. 34	BARTLEET	...	7th
„ 39	GREG	...	24th
„ 54	GOMPELS	...	28th
„ 63	WESTALL	...	29th
„ 40	HOLT	...	43rd
„ 65	WRIGHT	...	46th

NOTE. The Lagonda Club is one of the members of the Eight Clubs' and it is up to *you* to support this go-ahead organisation either by competing or marshalling. The next fixture will be the Silverstone Meeting on 6th June, 1953. At this event Lagondas can have a "go" at the Club Circuit, and though our cars are, in the main, not entirely suitable, a sympathetic and just handicap is ensured.

S. C. REXFORD-WELCH.

STOP PRESS

A member at the A.G.M. spoke to Forshaw concerning an open 4-seater body for his 2-litre chassis—one of these is now offered, and he is advised to apply for details from the Parkstone Pop Shop.

The Northern Party will be at Cotton's Hotel, Knutsford, Cheshire, on Friday 27th February, 1953.

COMPETITION NOTES

Your very worthy, but slightly at sea, Competition Secretary hopes to claim a little space in each magazine to keep club members *au fait* with happenings in the wide world of competitive motoring, and the signal triumphs that are chalked up to the marque Lagonda.

I think all members would like us to pay tribute to the memory of John Cobb, who so tragically met his death when travelling on the water faster than any other man. His name is renowned in the annals of competition, and particularly in the breaking of World Speed records. Nevertheless, with all the successes he achieved in these directions, he remained a modest man who had the true love of motoring in his blood, and a protagonist of all vintage cars.

We doff our sumps to :—

HENRY COATES for snatching a 1st class award in the V.S.C.C. Welsh Rally.

JOHN VESSEY for obtaining a 1st class award in Vintage Section of the V.S.C.C. and also for being top at the moment in the Lycett trophy.

GEORGE SANDERS for *winning* the Alvis Owners' Club, Ilkley Rally.

Many members have written offering their services as marshals and organisers of events. This is indeed encouraging, but NOT ENOUGH and it is hoped that more will take the trouble to offer help. Just send a p.c. to myself, Dr. C. S. Rexford-Welch, 124 Clarence Gate Gardens, Baker Street, London, N.W.1. A good marshal requires experience, tact, a knowledge of motors, and common sense; however, nobody will be asked to carry out duties beyond their capacity, and, after all, we all have to learn.

At the time of going to press we are hoping to organise for the coming year :—

Northern Rally

Southern Rally

Annual General Meeting

An Invitation Event.

These are our big events and it is hoped to add a considerable number of local events and "get togethers." Any ideas from members will be welcomed and put before the committee.

A little bird with a moustache has whispered that Lagonda fans in the south-east are hoping to find a "test sprint" where members may tune and run cars against the watch to evaluate performance. This is a good idea and no doubt many will seize the opportunity.

We welcome the large drop in the price of paraffin, which will help all owners by at least 2d. a week. It is interesting that the motoring fraternity is not meant to bat an eyelid at rises in price that demand the production of silver coins, but is expected to turn cartwheels at falls involving copper ones.

Much speculation has been centred around the official attitude to retread tyres and club events. The following has now appeared in the authoritative press . . . "Retreads and remoulded tyres are to be permitted for certain kinds of speed events. Firstly, on sports cars and tourers competing for not more than one hour and secondly, provided the retread or remould is done by the original tyre makers or members of the Retread Manufacturers' Association. All this is not permitted for cars which may be expected to do over 100 m.p.h. in the competition, or for all racing cars. Naturally, all tyres will have to pass the scrutineer for condition." This ruling, though welcomed, removes a ban which, if more thought had been used at the start, should never have been imposed. It raises some very *old hares*—the magic 100 m.p.h., what is a sports car or tourer, the difference between 60 and 61 minutes, etc. One thing it will do, and that is to encourage a little more truth about top speeds. "Really, old boy, she won't do the 100 however hard you try," may even become a selling ditty!

C. R.-W.

Competition Secretary.

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