



No. 12

Spring 1954

THE LAGONDA CLUB

(incorporating the Lagonda Car Club and The Lagonda 2-litre Register)

Aims to bring together owners of these fine cars to exchange knowledge and technical information and help and to organise social and sporting meetings.

Patrons :

DAVID BROWN, ESQ. AIR CHIEF MARSHAL SIR ALEC CORYTON, K.B.E., C.B., M.V.O., D.F.C.
P. A. DENSHAM, ESQ. R. G. GOSLETT, ESQ.

Officers and Committee, 1953-4

Chairman : R. FREEMAN-WRIGHT

P. G. BARTLEET

A. C. REES.

Hon. Secretary :

M. H. WILBY,
4, Lancaster Garages,
Hampstead, N.W.3.

Hon. Treasurer :

C. ELPHINSTONE,
The Lodge, Woodcock Hill,
Berkhampstead, Herts.

Spares and Technical Advisor :

I. FORSHAW,
Lyngarth, Sandcotes Road,
Parkstone, Dorset.
Parkstone 3149.

Hon. Competition Sec. :

Dr. C. S. REXFORD-WELCH,
124, Clarence Gate Gardens,
Baker Street, N.W.1.

Northern Hon. Sec. :

D. H. COATES,
Hill Farm,
Swine, near Hull.

Midlands Hon. Sec. :

T. H. WAREHAM,
Hay Wood Cottage, Five Ways,
Hatton, nr. Warwick.

Custodian of Photo Album :

W. C. HARTOP,
Mead Cottage, Manor Farm,
Sundon, Luton, Beds.

Club Badges Stock-keeper :

D. J. ROBERTS,
Hawthorne Lodge Bungalow,
Bracknell, Berks.

Editor : THE LAGONDA,
FRANCIS WINKWORTH,
Thark, Albany Reach,
Thames Ditton, Surrey.



The Quarterly Magazine of the Lagonda Club

*Contributions do not necessarily represent the views of the Committee
nor of the Editor and expressed opinions are personal to contributors*

Temporary Editor & Editorial Office : Francis Winkworth, Thark, Albany Reach, Thames Ditton, Surrey.

CONTENTS

	<i>Page</i>
Our New Hon. Secretary	2
Letters to the Editor	4
Some Big Sports Cars of the 30's—L. S. MICHAEL	7
Cartoon—G. W. ALLEN	15
Plan for Competing—DUNCAN WESTALL ...	16
Letters from Overseas... ..	18
Screw Threads on the 2-litre—W. C. HARTOP	20
Northern Notes	22
News from Scotland	23
Competition Notes—C. S. REXFORD-WELCH	23
Spares and Technical Topics—I. FORSHAW	25
Lagonda November Handicap	28
Lagonda Club Crossword—WINX	29
So They Won't Talk—JOHN HARDING ...	30

“HYBRIDITION”

Owing to the sudden death of his father, Tortoise Taylor was obliged to abandon the Editorial Chair in the middle of getting out this issue of THE LAGONDA. We offer him sincere condolences at this time of bereavement.

Among the “galley-maufrey” of proofs presented to your new temporary acting Hon. Editor, was a short para. which read :
“*Apologies for material not published and possibly not acknowledged.*” Need I say more ? Thank you ! For once there was more than enough copy for the magazine and some interesting letters and material are held over until the Summer issue.

To give credit where it is due, all those piquant, pithy parenthetical paragraphs injected into your contributions and signed “Ed.” are all genuine Tortoise. You will probably miss them in future as it is doubted whether the abilities of this scribe rise to such rapier thrusts of literary humour.

And now with the first issue of 1954 in your hands, the winter overhauls and tinkerings completed, the excitement of seeing the name Lagonda once again in the list of entries for Le Mans and a new Hon. Secretary to wield the official pen for the Club, it seems superfluous to wish you an enjoyable season (which should include at least one Club event).—F.W.

OUR NEW HON. SECRETARY

A Profile of Michael H. Wilby

A contribution to the Summer THE LAGONDA, the winning of the Southern Rally last year and now the assumption of the thankless and arduous job of the Club Honorary Secretaryship shows that Michael Wilby is willing "to have a go" in more ways than one.

Mike has a quiet, unassuming air that suggests the methodical efficiency his new job demands, but which probably belies a measure of pugnacity beneath the surface which is revealed from time to time by trenchant criticisms and observations.

A keen member of the Club, he is not uncritical of our organisation, and says "it was through opening my big mouth that I am now where I am!"

The new Hon. Sec. confesses to having been interested in motor sport since the day of reading the weekly motor journals in the back row of the fourth form during French lessons. Now his motoring knowledge is fairly good (his own rating!) and his French awful.

By courtesy of his brother, Wilby's early motoring, in pre-war days, was done in

Amilcar, 12/50 Alvis and 14/40 M.G. Being impecunious, he had to carry out most of his own repairs and servicing, a state of affairs which increased his enthusiasm for the internal combustion engine.

After going away to fly aeroplanes during the War, the years 1947-8 found his motoring activities still somewhat impeded by preparing for, and passing, various professional examinations. Having at last emerged as a Chartered Surveyor, motoring became his number one interest again with the acquisition of an early Hillman Minx. A spell on the Committees of two motoring Clubs, including a couple of years as Hon. Competition Secretary, whetted his appetite for a more active interest in the Sport once more and the Hillman made way for the open four-seater Rapier seen on so many Club events.

The Hon. Competition Secretary will be pleased to hear that his new duties are not intended to prevent Michael's continued entry into competitions and Club events.

With the subjects of motoring, in general, and the Club in particular, dominating his conversation, Wilby was eventually and reluctantly forced to admit he has other hobbies which include Cricket, draught Worthington and a knowledge of several good pubs in London and its environs, particularly Hampstead, where he has lived since early childhood. Any member meeting Michael will now have no excuse for not knowing how to wish him well and all the very best in his new job. F.W.

PUB MEETING

The Hon. Secretary reports a very good hangover following the nattering session on the 2nd March last. In all, about 30 people came along including several new members who, as the evening wore on, were more than cordially welcome.

Fired by this success, another meeting will be held in the BASEMENT bar of the Shakespeare Head — Great Marlborough Street, Oxford Circus (behind Liberty's) from 6.30 p.m. onwards on Friday 23rd April.

SOME 2-LITRE !

George Dean is modifying the braking system on his 2-litre to bring it up to modern standards of efficiency as he finds the normal standard performance inadequate for his speeds ! Some 2-litre ! . . . or perhaps some driver !! Having forsaken London for a new business which is largely a matter of balls, he is now trying to find his bearings in the Midlands, flashing up there in the afore-said 2-litre from his Hampshire cottage.

LAGONDAS IN LE MANS 1954

At the time of going to press the only official information available is that two Lagondas have been entered for Le Mans in June this year. They are V12's of 4½-litres capacity and bear no relationship to the engines available to the public. No doubt mindful of the experiences of the B.R.M. and the Cooper 1100's, David Brown's are being very reticent about discussing the new machines and their capabilities. It is believed the new V12 was designed and prototype engine made some two years ago. The account of Le Tour de l'Equipe Bo-Bo de 1954 should make even more interesting and scintillating reading in the Autumn issue.

* * *

3½-LITRE LAGONDA FOR H.R.H. DUKE OF EDINBURGH

The Lagonda ordered by the Duke of Edinburgh at the Motor Show will be ready for delivery in May, when he returns home. The car is a standard 3-litre chassis fitted with drop-head body incorporating an electro-hydraulic hood-raising mechanism. Finish will be Edinburgh Green—a dark green—with light grey seats and hood. A special feature will be the dashboard which will be covered with Edinburgh Green leather. The 3-litre engine is a modified version of the Aston Martin racing engine developing some 140 b.h.p. and the maximum speed is “around 100 m.p.h.”

* * *

TRUE STORY

The scene, a cross road on the A40, controlled by traffic lights. Halted at the lights a small blue tourer, completely weather rigged, driven by a small man.

The lights change to green but the car never moved a tyre tread, cars behind hoot, pull out and pass. Floating back on the air displaced by a disdainful Vanguard estate car came “He's got a bug deflector fitted, and the light looks amber to him!”

Mr. R. Read sends this cutting from “The Sunday Times” and suggests it may make interesting reading for the technical minded—

COMFORT OF NEW LAGONDA

By Our Motoring Correspondent

Both technically and aesthetically the new 3-litre Lagonda must surely be one of the most advanced cars of today. In looks, the long live lines of the saloon body, the low rakish bonnet, and the aero-dynamically clean front are very satisfying. I find the “feel” of the car unusually attractive by reason of the independent suspension at the rear as well as at the front. There is no back axle in the accepted sense. The rear wheels move quite separately on their torsion-bar springs.

For a fast car—the six-cylinder engine develops 140 b.h.p. at 5,000 revs. and the all-up weight is only 32 cwt.—the Lagonda is extremely comfortable throughout its speed range. Fog and wet roads prevented me from ascertaining its all-out speed, but it is obviously of the 100 m.p.h. category. The new Lagonda, so greatly changed in character since its manufacture was taken over by the David Brown organisation, is obviously a car for the discriminating motorist. Its basic price of £2,260 is raised by purchase tax to £3,202 15s. 10d.

* * *

DOWN BRACKNELL WAY

A very pleasant and convivial gathering of Lagonda, Vintage and P.V.T. drivers and crews was held at the New Inn, Bracknell, Berks., on the Sunday evening of Christmas week-end. Organising spirit was Don (Keeper-of-our-Club-badges) Roberts, who collected five shillings a head for the drink kitty (order what you like till the money is gone), prizes and snacks. Freda Roberts dispensed draw tickets, savouries and mince pies. In addition to Don's high-chassis 2-litre, Lags were deposited outside the Inn by Ben Walker, Winkworth and new member Dr. Duncan Irving who had just acquired an attractive 2-litre Continental tourer.

LETTERS TO THE EDITOR

22nd December, 1953.

Dear Mr. Taylor,

At the Christmas Party, I was fortunate enough to receive a package from the *Lucky Dip* described as "A Complete Repair Set for the Lagonda Car". This comprised a sparking plug, a roll of adhesive insulating tape, a short length of (new) cord, and a nail.

This letter might well have taken the form of a request for technical assistance, and directed to Ivan Foreshaw, but I thought you would like to know that I have been able to work out the application for the various items without outside help. Immediately inside the bonnet there appears a neat row of screw-threaded holes of exactly the right dimensions to take the sparking plug. The adhesive tape is very useful for keeping out the weather and, of course, a use can always be found for the length of cord. I must admit that for several days the nail had me baffled. My experience with nails had been confined to extracting them from the tyres rather than fitting them anywhere! In the course of fitting a new tube, however, I had not a little difficulty in persuading the valve to protrude itself through the hole in the rim, although it was visible on occasion. It suddenly struck me that this was where the nail was meant to be employed and a satisfactory result was obtained.

A short note with the prize indicated that a coil of copper wire and a bottle of Worthington (is this some kind of heat resisting paint!?) should be carried when contemplating crossing the Sahara, and this will be borne in mind.

You can appreciate that to a relative novice this package has been of immense assistance and encouragement.

Yours sincerely,

GORDON E. SMITH.

"Westleigh"
41 Chislehurst Road,
Bickley, Kent.

1st March, 1954.

Dear Editor,

On Friday last I attended the Northern Sections' party at Cotton's Hotel, Knutsford and could not fail to be astonished and rather dismayed at the poor attendance put in by Lagonda Club members—no more than eight I think out of some eighty to ninety people.

The Alvis Owners Club turned up with about 20 supporters which struck me as a particularly good effort. Especially on secretary Ellison's part who drove over 30 miles in an open car in very wintry weather.

Considering the trouble to which Henry Coates goes to make this Annual party a success, I feel that the Club, with some emphasis on the Northern members, failed very badly in supporting him.

Cotton's Hotel shewed their customary generous hospitality, and everything was exceptionally well laid on.

I would like to see more of these social occasions, but unless adequate support is forthcoming from Club members, it is pointless in running them.

Yours faithfully,

CHARLES LONG.

39, Rosehill Park West,
Sutton, Surrey.

26th February, 1954.

Dear Sir,

W(H)ITHER THE CLUB?

I raise the question of "Whither the Club".

It is now some six months since I became a member of The Lagonda Club and I can say that no other organisation with which I have been associated has so endeared itself to me nor given such pleasure.

Three years before World War II I drove a Lancia Lambda (sold for a song and a never-used credit note to help provide funds for a U.S.A. trip which included the maiden voyage of RMS Queen Mary—what false values they seem now!) and I had often since thought nostalgically of the camaraderie that

existed in those far-off days among Lancia drivers. They almost fell out of their cars to wave greeting to an oncoming Lancia! It has been a real pleasure to discover the same friendliness among Club members and fellow Lag-owners and to get, and to give, the toot and wave of recognition (amusing, too, to see the faces of those, usually in V-12's, who regard my "undue familiarity" with disapproving disdain and lengthen their noses as if indicating my Lag is a sewage-wagon).

Technical Advisor Ivan Forshaw is an unique and powerful feature of the Club structure and its appeal generally. How well I remember his thirteen helpful pages during the first two weeks of contacting the Club ; and the loan of the back issues of THE LAGONDA. These latter I read avidly, learnt a lot of useful technical information, quite a lot about the personalities of the Club whom I soon felt I knew well although we had never met, but very little indeed about the Club itself. Never a hint about its financial position, never a report or an inkling of the Committee's labours.

Little wonder then, I thought, that those whose names are inscribed on the inside front cover complain continually about lack of support. Members who pay their subs. like to feel, even if not consciously, they are getting value for money and something more than mere pleasantries for their cash.

Some five hundred subscriptions at Twenty-one shillings each means that quite a lot of money is going into the Club annually and all members, not merely those who are able to attend the A.G.M. should receive a copy of the Club accounts either by mail, or preferably, and more conveniently for future reference, by publication in the Magazine. Seeing the way the Club monies are handled as certified by Chartered Accountant Charles Elphinstone would kindle some interest and bring home the reality of the Club to many who take everything for granted because the works are hidden.

Similarly I think it would be beneficial to the general health and activity of the Club if each issue of the magazine gave a short precis

of the work of the Committee during the previous three months. Any account of stewardship given at the A.G.M. most necessarily be very limited and inadequate. Unless members know what is going on, and that something *is* going on, it is only to be expected that interest will be low. There is nothing more dull than the continuously uneventful—and nothing provokes interest more than a bit of controversy. But you can't have controversy unless action is taken and is reported, or unless opinion is expressed. Neither of these requisites has been in evidence during the past six months.

As far as all outward evidence shows, it seems to me that the Club is drifting aimlessly and pleasantly along with little heed for its future or even for its survival.

In the Summer issue (No. 9 of THE LAGONDA) Anthony Hyde-East wrote about "the quite considerable number of Lagonda owners who are not Club members . . . for the simple reason they do not know of the Club's existence, or if they do, have no idea how to get in touch."

Have we no member who is both qualified (no amateur stuff please) and willing to undertake Public Relations and Publicity duties? When I have raised this question of getting the Club known I have always been told that the motoring papers will always print a para. under "Club News", but I don't think these notices will reach many of those we seek, because so many "ordinary" motorists regard "Club News" as dealing mainly with trials and hill-climbs and hastily turn over the page without reading the items.

A better idea seems to me to be that of a small classified advertisement (paid for ! !) in *The Autocar* and *The Motor* in the section "Lagonda Spares and Service" which follows the "Cars for Sale" section. These small adverts. could tell of the Club's technical service, handbook reprints, spares registry and cars for sale bulletin, such announcements to appear at such intervals as funds permit. Similarly a few lines in our contemporary *Motor Sport* should prove very effective for I have found readers of that specialised periodi-

LETTERS TO THE EDITOR (contd.)

cal know much of Lagondas, and even own them, but nothing of the Club.

I know we have the printed reply cards—I frequently leave them in Lags. I see lying around the West End and which do not display the Club badge, but it's so undignified!—and how often do you see a Lag when you haven't the cards with you!

In his efficient analysis "The Club Today" (Autumn issue No. 10) ex-Hon. Sec. Audsley omniously raised the question of the Club's future. . . . "When the 2-litre become rare, what will replace them? Today they represent 44 per cent. of the Club's cars. The success or even the survival of the Club will then depend on the owners of the later cars. . . . The cars made in the later thirties are increasing in the Club, but this unfortunately, is not so for the post-war 2.6-litres."

But what is the Club's attitude to the 2.6-litres and the new 3-litres? Almost one of hostility in many quarters, I think. Which is of course, suicidal. Why do we not encourage the DB Lags by making a special section with their own events? Why not invite our patron David Brown Esq. to donate a trophy or trophies, for special events limited to 2.6's and DB 3-litres? Maybe the type of person who buys a new Lagonda today is not the type who appreciates the sociability of the Club. Maybe there are so few potential members that in any case the number we can recruit will be small indeed, but a start has to be made to make it obvious that these post-war cars have a place in the Club if membership is to be kept up and those casualties of old-age made good. But it is no good doing this if the Old Guard of the 2-litre Register are going to resent the presence of the 2.6's and regard them as "foreigners". Both the Vintage and Post-War sections are vital to the progress and well-being of the Club.

Presumably the 2.6's are eligible as members. . . . what do the Rules say? How many members have seen any rules? Can a person who does not own a Lagonda be a member, and if so what is there to prevent a coterie of Diesel engined taxi drivers becoming elected

to the Committee (as a result of apathy of members) and then deciding the fate of Lagonda owners with an anti-Lagonda bias?

There remarks are not intended as criticism, slight or reflection on those who have given time, thought and energy to making the Club the very pleasant organisation it is. Rather are they an attempt to ensure that the Club continues to flourish and provide pleasure and enjoyment for those who appreciate the qualities and joys of owning a thoroughbred car, pre- or post-war as distinct from the characterless insipidity of mass produced tin-ware and lesser breeds.

I raise the question "Whither" so that we may avoid any danger of drifting to a state of "wither".

Yours faithfully,

FRANCIS WINKWORTH.

Thark,
Albany Reach,
Thames Ditton, Surrey.

P.S.—Lest you should think it presumptuous for a comparatively new member to suggest any criticism, or that I am one of those merchants who are all words and no "do", may I without boastful intention, say that since joining, I sent four contributions to the mag., organised a Sunday meet, got one new member, given hospitality to four unknown Lag owners in hope of them joining.—F.W.

Dear Sir,

. . . we have now equipped ourselves with a 10.4 h.p. 1931 Bianchi, with a view to a spot of work on the Lag, inter-mixed with the many other tasks that will be my lot very shortly. Any information on this car will be most welcomed, it doesn't appear anywhere in the current V.S.C.C. census published March, 1952, and please don't write and say it's a hotted up FIAT—I KNOW!

C. G. CLARKE.

Hill View,
Chedworth.

SOME BIG SPORTS CARS OF THE THIRTIES

L. S. MICHAEL

*in a masterly analysis remembers and
compares a few really great motor cars
of twenty years ago.*

It is interesting to compare the performance of some modern high quality sports cars with that of their pre-war equivalents. In the course of such discussion with the owner of a Bristol we found ourselves gradually comparing not pre-war and post-war, but the various sports cars of the thirties with which we were familiar. It was a subject so absorbing, and so controversial that the moderns were completely forgotten.

We soon reached the stage where recourse to sets of ancient *Autocars*, *Motors*, *Motor Sports*, and *Speeds* became necessary, to establish some facts in a conversation which was becoming based on the inaccurate memories of inaccurate speedometers, and stop watches specially adjusted to suit the cars we each supported most strongly.

The results of this research made me think that the readers of this magazine might find it as interesting as we did. For the sake of space I have decided to restrict the field to the large "British Sports Saloons", I have actually owned, or driven frequently.

In some cases I have driven several examples of the same model. The difference between for example, a really well kept Lagonda M45 of 1934 and a shabby fugitive from the scrap heap of the same type, is so enormous that I have omitted those models

of which I have only known representatives in poor condition.

The earliest car in point of date of manufacture that comes within my scope is the TALBOT 105 of 1933. The lovely example which I was allowed to drive, exercised such a spell over its owner that I was never permitted to exceed 40 in third or 60 in top, at which speeds it was evident that no strain was being imposed on any of its precious, and difficult to replace, parts.

The owner was convinced that "105" meant that it had a maximum speed of 105 m.p.h. To prove this he drove at 80 on many occasions and always informed me that there was so much in hand that a 100 would come up easily if he tried! I can only say that if he had trodden on it any harder he would have needed a new set of floor boards. Nevertheless a similar car road tested, had done a timed mean speed of 88 m.p.h. with a one way best of nearly 92. For a large vehicle weighing 35 cwt. with an engine of only 3-litres capacity, that was good going indeed.

The handling and road holding of this model were excellent though naturally the suspension was very firm. Above 70 m.p.h. one knew that the engine was working hard and it made a fair amount of noise. The brakes were good though some work at high speeds. The example I drove was equipped with a "help yourself" (also called preselector) gear box. I am not sure if this was standard, in 1933. The Talbot 105 although the least powerful of the cars in this review, managed 0-60 in 19.4 seconds which is sprightly even for today, and it will always be remembered as a thoroughbred of real character. Of course the open sports versions were lighter and much faster, while the specially prepared Brooklands cars reached 120 m.p.h. but I am not dealing with such exciting creatures.

The Superb M45

The 1934 Lagonda M45 will always be, in my eyes, one of the world's really great motor cars. When it was introduced it outperformed all other British sports saloons in production. 22.2 seconds to achieve 70 m.p.h. from rest was over five seconds quicker than its con-

temporary Rolls-Royce-produced Bentley, although for the road testers the 3½-litre Bentley obliged with a maximum speed of 1 m.p.h. faster!

Only one pre-war British sports saloon (excluding the V12 Lagonda) equalled its performance figures. That was the 4.3-litre Alvis of 1938 a much thirstier car that was, according to its road testers, half a second slower, 0-50; half a second faster, 0-60 and ⅓ of a second faster, 0-70, the maximum speeds were the same, while the Lagonda's brakes were slightly better. These differences are so slight that if the figures had been taken on different days they might well have been reversed.

It is interesting to note that none of the subsequent 6-cylinder Lagondas up to 1953 had such good acceleration to 70, or bettered its fuel consumption of 17 m.p.g.

So many M45 saloons (even in the Lagonda Club) still exist in rather dilapidated states that I implore you to remove from your minds any impression that may have been gained from them. The standard pillarless saloon, was built on the "silent travel" system. Even today, twenty years after it was first produced, a well preserved example remains free from rattles and draughts, the, by modern standards, small, doors shut with a pleasant click, the body is silent and without creaks and groans. The pneumatic upholstery is very comfortable, and the driving position excellent. Suspension is firm but less hard than on the Talbots or the Alvis, and not more so than on the Rolls Royce Bentleys. The steering is delightful, dead accurate and in spite of being high geared, no heavier than any of the other cars mentioned in this review. The vacuum-servo brakes are first class, demanding comparatively moderate pedal pressures, and have given so little trouble that it is hard to understand why they were superceded. A braking figure of 32 feet at 30 m.p.h. for a 35½ cwt. vehicle speaks for itself.

The M45 is quiet up to 70 m.p.h. at which speed it will cruise all day quite effortlessly.

In a hurry, cruising at 75 is equally acceptable, but at that speed the beginning of a "power roar" starts to be heard on all the examples I have driven. At 80 m.p.h. one becomes aware that one is travelling fast, whereas on the LG45 and LG6 models (more especially the LG6), you genuinely do not know that you are doing 80 unless you look at the speedometer. From 85-90 the engine and exhaust noise make one realise that the car is practically flat out. The road testers gave 90 m.p.h. as the mean top speed for this model and a "best" of just under 94 was obtained in one direction.

The M45 Saloon always feels "all one piece", the engine in standard tune is virtually unbreakable, and one is always aware of the massive construction of the chassis and the feeling of confidence and safety which it imparts. In my opinion it is a somewhat "handier" car than the Lagonda models which superseded it.

The Rolls Bentley

The next make that must be mentioned is Bentley. Under Rolls Royce ownership, the 3½-litre came out in 1934 and caused something of a stir.

A number of people have spent a great deal of money restoring these cars to their original performance. No one whom I have spoken to has achieved this for less than £300 on the mechanical side alone, usually a far higher figure has been involved. Yet none of them ever regretted having taken the plunge.

It is a car which exercises a powerful fascination over its small band of devotees, much more so than, in my opinion, the decidedly superior 4½-litre model of same make. Yet, after all, there are still a few people who drive about in blown 2-litre Lagondas that now require stripping every 5,000 miles and use more petrol than the 4½-litre. There is no accounting for tastes!

The 3½-litre Bentley is a finely made machine some 5½ cwt. lighter than the M45. On figures alone, it has a decidedly inferior performance to the Lagonda of the same year. It takes over 4½ seconds longer to reach

60 m.p.h. and is more than 5 seconds slower in reaching 70 m.p.h. The petrol consumption of both cars is the same 17 m.p.g., while on test the Bentley showed a top speed one mile an hour faster, reaching a mean speed of 91.

This car was sold as the "Silent Sports Car". It is certainly very quiet, outstandingly so for 1934. From 50 m.p.h. upwards it is noticeably more silent than the M45; from 65 it is quieter than the LG45 Lagonda of 1936, but it is probably not more silent than the LG6 of 1938. Certainly the two excellent examples I have driven, a James Young drophead, and a Wm. Arnold Saloon, were slightly noisier than the one LG6 I knew.

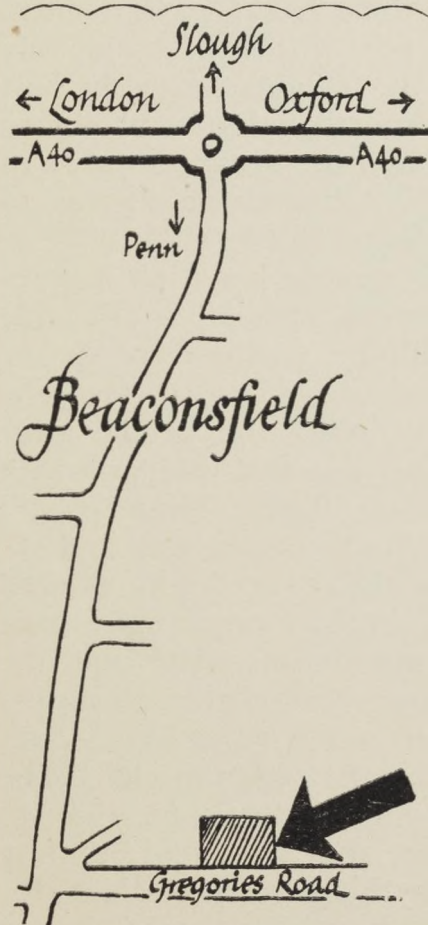
Nevertheless, the 3½-litre Bentley is a car which could be driven right up to its high top speed without one being aware that the engine was working hard. Perhaps for that very reason many of them have been so driven for prolonged periods with the result that an outwardly respectable 3½-litre is nearly always much more tired mechanically than an equally

presentable 4½-litre Lagonda of the same age.

The Bentley is most perfectly balanced and controllable, it can be hurled about with quite a degree more abandon than would be safe with any pre-war Lagonda saloon. The brakes always come in for an eulogy which I don't understand, they are very good (31 feet at 30 m.p.h.) and react to lightish pedal pressures, but they are not so utterly superior to the brakes on other makes under discussion, as one would imagine from reading the majority of professional critics.

In short, the 3½-litre Bentley is an extremely effortless and refined sports saloon, unlike the Lagonda, a too persistent thoughtlessly heavy foot can damage the motor, which will exceed its maximum safe revs in all gears much more readily than would *Mr. Meadows modified marine engine*, as frequently I have heard the Lagonda unit described.

The performance figures for the Bentley were superior only to the Talbot 105 (a car costing £795 against the Bentley's £1,450), the Alvis speed 25, and the 42 cwt. Siddley



Now that Spring is in the air . . .

MAURICE LEO

*cordially invites all Lagonda owners
to visit him at his Gregories Road Garage
in the pleasant Buckinghamshire village of Beaconsfield
on the main London-Oxford Road, A40.*

*Newer members of the Club will have a good opportunity
of inspecting Lagondas of different types
in various stages of assembly after overhaul and repair.*

SALES AND SERVICE
GREGORIES RD. GARAGE, BEACONSFIELD
Telephone Beaconsfield 538

Special ; of course all the cars discussed had outstanding performances for their time, when many respectable saloons would not comfortably exceed 50 m.p.h. None the less, you could then buy a quality sports saloon with substantially better all round performance figures for £500 less than the Bentley. Figures however, do not tell the whole story. They do not describe the difference between a two hundred mile journey in a Bentley and the same journey covered for example, in a Talbot 110, which would certainly reach 60 some $6\frac{1}{2}$ seconds the quicker. I drove the whole way in the Bentley and at the end stopped not at all tired. In the 110 I handed over to the owner after four hours and a cup of tea, and at the end of the same journey was quite fagged. In both cases traffic conditions on the A5 did not allow a high average to be achieved, though longish bursts of 80 were held on both occasions. This comparison is not an isolated experience. The Bentley is an effortless car to drive because it is quiet at speed, all the controls operate sweetly, and no sense of machinery working hard is conveyed to the driver, not even when the foot is down as far as it will go.

Unjustified Thirst

My experience of the Siddley Special was much more brief than of any of the others, and the shine had somewhat worn off the car I got to know. This very large vehicle exerted a charm which demanded notice. Produced in 1934 and sold for £965 ; of 5-litre capacity and 11 foot wheelbase, it weighed 2 tons, 2 cwt. Among its novel features was a servo-assisted clutch and preselector gear box.

At 13 m.p.g. it was expensive to run and this thirst was not justified by a really shattering performance. A maximum of 87 and 20.8 seconds to reach 60 were slightly inferior to the $3\frac{1}{2}$ -litre Bentley and the Alvis speed 25, but compared with the touring cars of its day, it had a good performance.

The Siddley Special ran quietly into the seventies and gave the impression of better acceleration than the figures proved. Third gear gave you a real kick in the back almost

from walking pace. It always felt a very big car and did not invite carefree abandon on roundabouts or corners. It is difficult to see at what market the car was aimed, unless its producers thought they had something which would do the job of the Rolls Royce Phantom 11 Continental at half the price. It is enough to say that, though the Continental Phantom 11 Rolls was not the most silent nor the smoothest product of the marque, the Siddley Special came no where near it.

LG45 Best 1936 Performer

1936 produced a crop of very fine cars, the Lagonda LG45 ; the Talbot 110 (an earlier $3\frac{1}{2}$ litre one of that make had also appeared) the Alvis Speed 25 and the first of the $4\frac{1}{2}$ -litre Bentleys.

The LG45 was a more refined effort than its predecessor, but it was $\frac{1}{2}$ cwt. heavier. Except on the first few cars a modified cylinder head produced more power higher up, modified suspension gave a much more comfortable ride, and re-designed coachwork improved it's appearance in contemporary eyes, though the frontal area was decidedly increased! Nevertheless on test the LG45 gave a mean maximum of 93 m.p.h. with a best one way of nearly 97. Both those figures were the best of the all-British Sports Saloons produced during the thirties with the exception only of the V12 Lagonda. Acceleration figures to 70, were slightly inferior to the M45 of 1934.

This model was a quieter car than its predecessor, a characteristic specially noticeable at, and above, 70 m.p.h. At these speeds the motor seems much more willing to rev. The LG45 will certainly push the needle over 90 much more readily than the M45, and with far less impression of effort. There is still noticeable acceleration in between 80 and 90, while the earlier car always gradually worked up it's speed in this region, requiring a long run to achieve its maximum. Although the Girling brakes give remarkable stopping power, 29 feet at 30 m.p.h., the LG45 does not feel as handy as the older model. The softer suspension contributes somewhat to that impression, not that the road holding and steering are anything but first class, for main road high speed cruising the LG45 is a

distinct step forward in comfort and silence.

The Talbot 110 was a $3\frac{1}{2}$ -litre car, and for a vehicle weighing 35 cwt. its performance was excellent. Up to 70 it was as quick as the Lagonda LG45 and quicker still lower down. The top speed of the 1936 Saloon, according to the *Autocar*, was 89. This will cause raised eyebrows among 110 owners, but there it is!

I have always found the 110 less smooth and effortless than the other cars mentioned, it seems to get noisy over 70, and as it approaches its maximum, one is aware of powerful machinery thrashing round under the bonnet. It always surprises me that this car weighs 35 cwt. for in spite of being $5\frac{1}{2}$ cwt. heavier than the $3\frac{1}{2}$ -litre Bentley, it is very much quicker off the mark and accelerates better right up to its maximum. This Talbot engine will easily reach 5,000 r.p.m. and it does not seem to hurt it. You cannot get this on the standard saloon in top gear, which is perhaps why these engines are so long lived.

At £825 it was excellent value, having better performance figures all round than any contemporary British sports saloon of $3\frac{1}{2}$ -litres, except for the maximum speed reported, which was a mile or two per hour slower than the Bentley and Alvis. I do believe however, that the majority of examples would have exceeded the road test figure by enough to have put it into the nineties.

I have only driven one example of this model in really good condition. While I admired what it would do when asked, I must confess that coming to it immediately after the $3\frac{1}{2}$ -litre Bentley, I have the impression that it was appreciably more tiring to drive than the other cars of similar performance.

Superior Handling of Alvis

The Alvis Speed 25 is another one of my favourites. During one brief ownership of a Charlesworth Saloon, I grew to admire it greatly, in spite of its flexible chassis and incredibly stiff independent front suspension, completing the job of wrecking the body which

ANTONY HYDE-EAST

—INSURANCE BROKER—

Having developed 'Garbo' tendencies and resigned his directorship of Hyde-East and Partners Ltd., is back in business at

9 WALDEGRAVE ROAD, TEDDINGTON, MIDDX.

He is as keen as ever to cement old friendships (some going well back into the 2-litre Register days) and to make new ones by arranging all insurance in a simple and trouble-free manner. Callers with cars if possible, are most welcome at any time. Please don't look for Neon Signs, as office desk will be found at rear of Ever Loving Wife's antique shop!

TELEPHONE MOLESEY 6222

rattled like an old van at anything over 50.

The huge transverse spring for the front end and the "ride controlled" Luvax-damped behind, gave a ride reminiscent of a sledge being drawn over cobbles if the road surface was anything but smooth. However, you certainly slide this big saloon round corners with the car under perfect control and completely responsive to the wheel and accelerator. It really clung to the ground without the slightest suggestion of roll.

Its road holding and handling were undoubtedly superior to all the Lagondas, mainly because it was slightly shorter and of much lower build. Its performance figures were, of course, not in the same street as any of the 4½-litre Lagonda models, but I must mention the wonderful rush forward when one puts ones foot down in 3rd engaged at say, 25 m.p.h. it swept you up to over 60 with the seat pressing hard against your back.

When writing about this car's road performance, I am basing my remarks not on my own vehicle, because although this would certainly "go", the bodywork was too noisy for a fair assessment of the model. An acquaintance of mine had a Speed 25 with, I think, Van den Plas, two door coachwork (anyway, not the standard saloon) which had been completely removed from the chassis, rebuilt and remounted. I drove this car several times, and it must have been in virtually new condition. Like mine, the exhaust note was deep and quite noticeable, and though not a creak came out of the body there was a tendency for it to drum slightly at speed. Strangely enough, I did not notice this on the even noisier 4.3-litre Alvis.

Apart from the exhaust the Speed 25 was not a noisy motor, and the beautifully balanced seven bearing engine ran comfortably up to the red mark on the rev. counter without a tremor. One never had the feeling that it was about to burst. I always thought it such a pity the car was not some 5 cwt. lighter, for then it would have been a real flyer. As it was 35½ cwt. it was as heavy as the old M45, and even when you rowed it

along with the gear level, it could not hold its own with that slightly less expensive, older, and more silent car.

The 4¼-litre Bentley was introduced in 1936. The model with which I am familiar, was a Park Ward 1937 Saloon. I was able to see the road test figures for both this and the 1936 model, and it is worth noting that the 1936 car was slightly lighter and had slightly better acceleration!

Whatever the 3½-litre enthusiasts say, the bigger engined version had a better performance all round in spite of the 4¼ cwt. extra weight. In my opinion, it gives a more comfortable ride while its cornering and general handling are equally good. The 4¼-litre tested by the motoring press had the same top speed as its smaller brother, 91 m.p.h., but its acceleration throughout was more than 3 seconds faster from 0-60 and 0-70. It is even more silent and effortless than the 3½ and when both are driven hard, they have the same petrol consumption.

Hard Ride of 4½ Bentley

Like most of the sports cars of this period, the ride is decidedly firm. The steering column adjustment for the rear dampers is labelled from "soft" to "hard". Few owners will not agree that "hard" to "very hard" is nearer the truth.

As compared with the 1936 Lagonda, LG45 its performance figures show no worth while difference, but there is no doubt that it is more effortless to drive, and appreciably quieter over 60 m.p.h. I think it fair to say that this is one of the two finest British Sports Saloons built prior to 1939. The vehicle that runs it neck and neck is the LG6 Lagonda, though of the two, the Bentley is undoubtedly the handier. I should mention here, that I have not driven the overdrive version of the 4¼ Bentley, nor have I had more than a few miles behind the wheel of a V12 Lagonda, both these latter cars are virtually 1939 models.

The 1938 Alvis 4.3-litre had a really exceptional performance. The open model incidentally very considerably out-performed

the saloon. The road test figures were the best of all as far as acceleration is concerned, the maximum speed was slightly less than the LG45 and LG6. In justice to the old M45 Lagonda, I should mention that the Alvis

achieved this distinction by merest fractions of a second : half a second faster to 60 and one fifth of a second to 70, while from 0-50 it was half a second slower. The figures still remain outstanding, even today few saloon

PERFORMANCE FIGURES FOR CARS REVIEWED

CAR	PRICE £	YEAR	WEIGHT cwt.	ACCELERATION			TOP SPEED	FUEL M.P.G.
				0-50	0-60	0-70		
ALVIS Speed 25 ..	1,270	1936	35½	14.2	20.8	28.2	90	17
ALVIS 4.3-litre ..	995	1938	34	10.9	15.3	22	90	15
BENTLEY 3½ ..	1,450	1934	30	13.4	20.4	27.6	91	17
BENTLEY 4¼ ..	1,510	1937	34¼	12.7	17.1	24.2	91	17
LAGONDA M45 ..	950	1934	35¼	10.4	15.8	22.2	90	17
LAGONDA LG45 ..	1,000	1936	35¾	12.4	17.2	24	93	16
LAGONDA LG6 ..	1,195	1938	38½	11.3	16.4	23	91	14
TALBOT 105 ..	795	1933	35	14.6	19.4	29.6	88	16
TALBOT 110 ..	825	1936	35½	11.8	16.8	24	89	15
SIDDELEY SPECIAL ..	965	1934	42	14	20.8	30.4	87	13

FOR COMPARISON—A POST-WAR SPORTS SALOON

LAGONDA 2.6-litres	2,198	1949	29	12.9	17.6	24.9	90	17
--------------------	-------	------	----	------	------	------	----	----

cars can reach 60 m.p.h. from rest in 15.3 seconds, especially when built on the luxury lines of the 34 cwt. Alvis.

The road holding of the 4.3 litre was superb, every bit as good as the Speed 25. Cornering was a delight, the car remaining under perfect control of wheel and throttle even in a deliberately provoked slide. The low centre of gravity and stiff suspension gave no roll at all. However, the ride was hard and the flexing of the chassis could be noticed in spite of the frame's massive dimensions, not that the road holding was in the slightest affected by it. For comfort it could not be compared with the LG6 Lagonda of the same year. It could, however, out accelerate the LG6 by about one second right up the scale until 90 m.p.h.

Driving the 4.3-litre one has the impression of a real "goer", the all synchro box is really wonderful and even in top gear it gives one a push in the back when the throttle is depressed. The engine seems a little rougher than the Speed 25 and the twin exhausts are quite audible both inside and outside the vehicle. For a really high performance luxury car, I think it is a little too noisy, as it starts to roar at about seventy and from that speed upwards, sitting fairly close to the ground you know that you are travelling fast.

On sheer performance and road holding, it is probably the best of the bunch, but desirable and exhilarating as it is, it would not be very choice for say, a 250 mile journey in England, or 400-500 miles on the Continent.

The Outstanding LG6 of 1938

The last on the list is the Lagonda LG6 of 1938. This was a superb piece of work. If only it had been, say, 4 cwt. lighter it then, without question, would have been the best of all the cars named hitherto, and still it would have been no heavier than its 1934 predecessor. As it is, it shares pride of place with the 4½ Bentley. Only the old M45 and the 4.3-litre Alvis give better acceleration figures, while its top speed is slightly higher than either.

The ride is outstandingly good for a pre-

war car, being much better than the 4½-litre Bentley. The independent front suspension really worked on this model far better than on the V12 (perhaps the engine was lighter, and certainly the weight distribution was different). The road holding was excellent, steering and cornering very good indeed. It would, however, be inaccurate to suggest that it could be thrown about like the Alvis or the Bentley. Probably its 38½ cwt. was the reason.

It is true to say that the LG6 was decidedly the most comfortable of the cars that have been reviewed. Inside it was nearly silent up to 75, remained quiet in the 80's and right on up to its maximum speed. The Girling brakes were extremely effective, and the car inspired confidence at all speeds. One always imagined one was not travelling as fast as the speedometer told one was the case.

Many people consider that the Sports Saloon on the "short" (10ft. 7ins.) chassis was the most handsome of all the sports saloons of the thirties.

For long distance motoring at high speed it is difficult to think of any equal to the LG6 even today. The 4½ Bentley is as silent; perhaps, when both cars are approaching their maximum, even more so. The LG6 gives a much better ride especially if the road surfaces are at all poor. The Bentley is handier and the controls somewhat lighter, but its acceleration is not quite so good. It is really too difficult to say which one likes the better, especially as one's personal bias peeps through every line that has been written.

In conclusion, I must make it clear that I have not had the pleasure of driving any of the cars brand new, but I have only written about those which I believed were worthy examples of their marque. The figures mentioned, in nearly every instance, come from *Autocar* or *Motor* tests, and although people may disagree with them, they should have the merit of being all "equally wrong", and therefore still provide a good basis for comparing those points that can be compared by reference to stop watches, weighbridges, and such other instruments that Testers use.



"GOSH! - - - -



HERE COMES - - - -



ANOTHER LAG - - - -



OR IS IT - - - -



JUST A - - - -



RUDDY BENTLEY!"

DUNCAN WESTALL UNFOLDS

A PLAN FOR CLUB COMPETING, 1954

At the Annual General meeting, I expressed an opinion that greater encouragement should be given to members to enter for competitive motoring, and suggested an embryo idea of operating on a team basis. The official reply (as reported in the magazine) was that any such movement should come from members themselves. I, personally, do not agree, believing that if such an idea be established as popular, direction should come from the officials of the Club. However, in the circumstances, I (as a member) have given further thought to the idea and put forward the following plan.

1. Purpose

- (a) To further the serious competition of Lagondas in suitable events under the Club flag.
- (b) To provide co-operative assistance to those existing competitive members who through lack of time, money or facilities would otherwise be reluctant to put in an entry on their own.
- (c) To draw in enthusiastic new members who through lack of contact or experience are shy to put in an entry.
- (d) To further a team spirit by a firm lead from an appropriate club official, rather than persist in isolated individual attempts.
- (e) To win events, and get fun, too !

2. Method

- (a) At least one Club Team, consisting of 3 cars and 1 reserve car, shall be entered for selected events under the direction of a Team Manager, responsible to the Competitions Secretary.
- (b) Each car shall have a crew of 4 under the car skipper, responsible to the Team Manager.

3. Initial Organisation

- (a) Appoint a Club Team Manager.

- (b) Determine, say, 6 suitable cars, whose owners are enthusiastic to compete.
- (c) Determine, say, 18 further members who are keen to compete.
- (d) Form a crew centred about each car and living geographically convenient.
- (e) Draw up a list of events in which the Club will enter a team.

4. Event Organisation ; TEAM

- (a) The Team Manager will nominate 4 out of the 6 available crews to compete.
- (b) He will submit the necessary entry forms.
- (c) He will check the serviceability of the cars 2 weeks before the event and using any available Club resources, give any necessary assistance to ensure road-worthiness.
- (d) A navigators briefing will be held prior to the event. (Ideally a preliminary meeting is advisable before the last available week-end, and a final meeting on receipt of road-books).

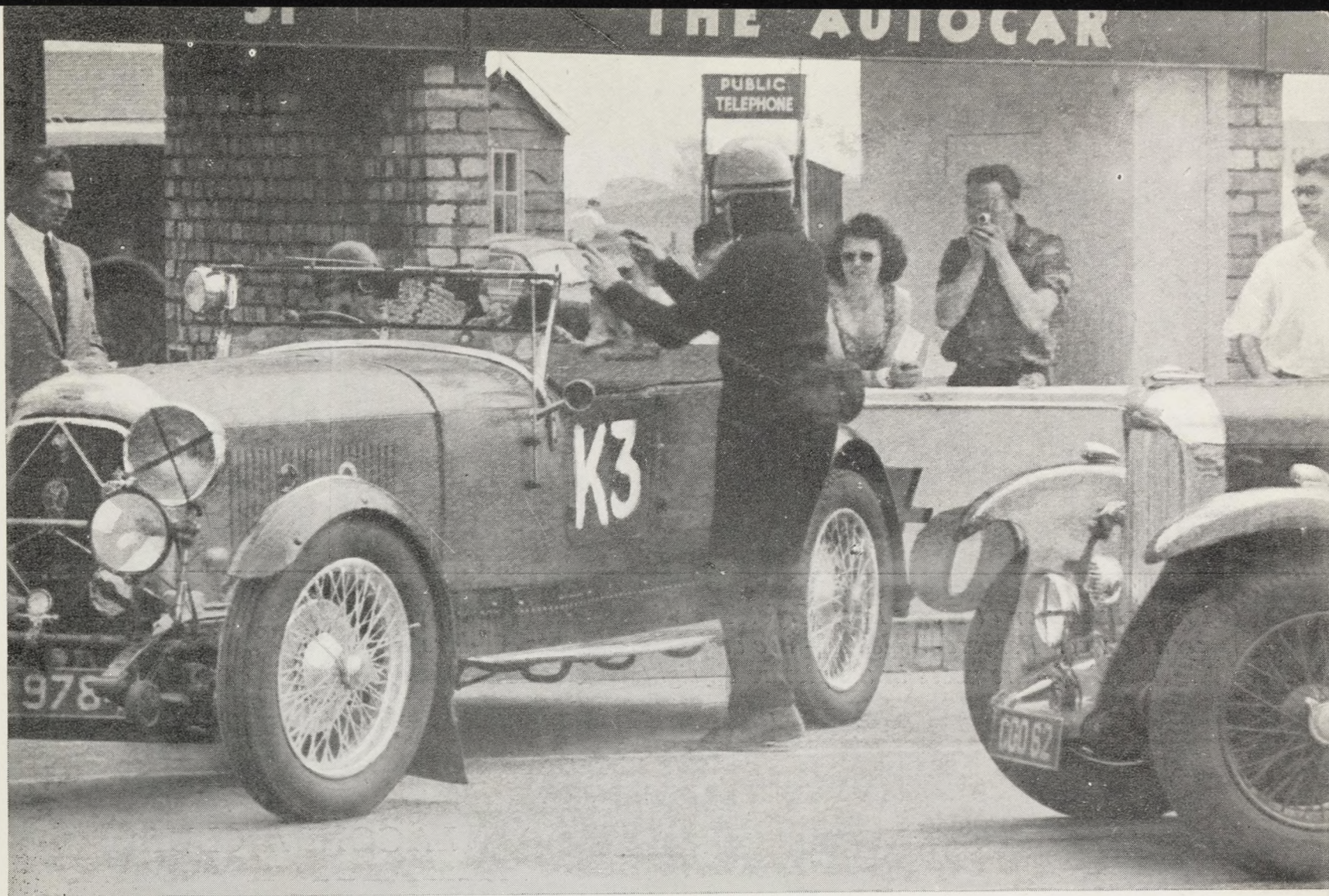
5. Event Organisation ; CREWS

- (a) The crews shall, for purpose of responsibility, be divided into :

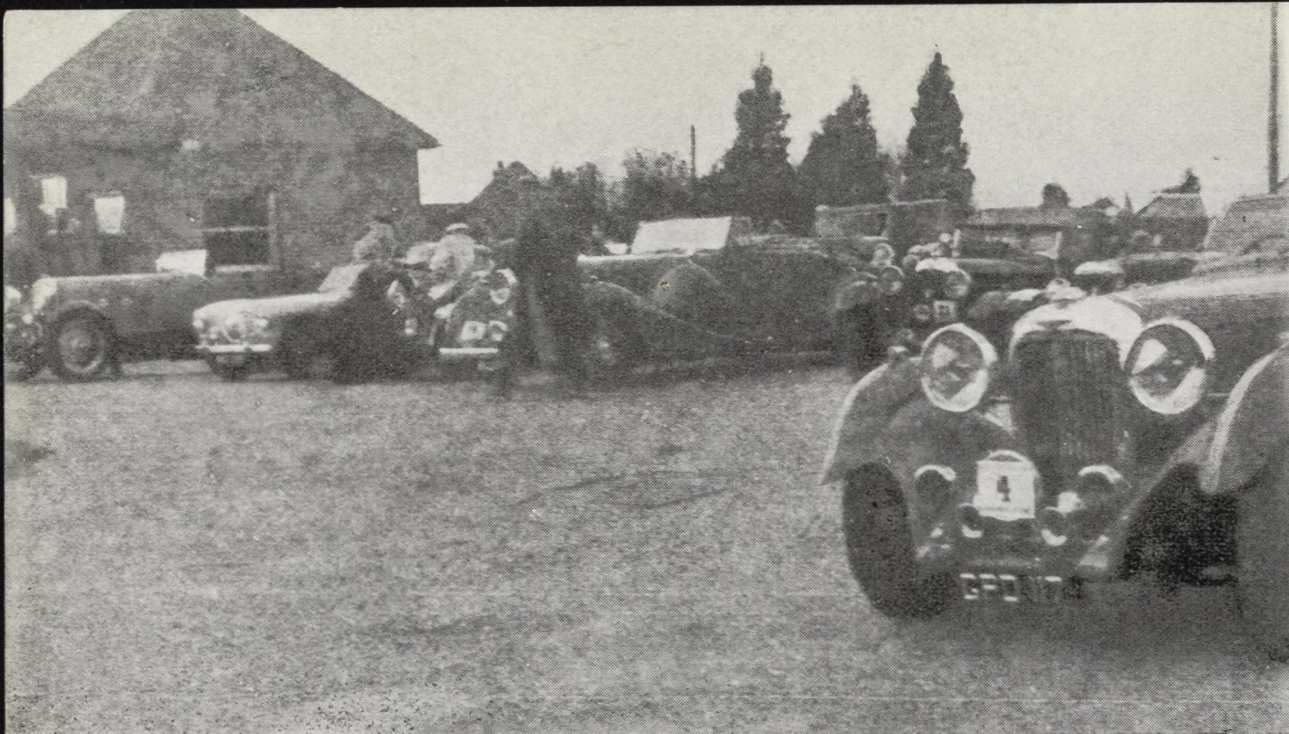
i	Navigator	}	of which any may be owner and/or Skipper.
ii	Engineer		
iii	Admin. wallah		
iv	A.N. Other		

Now, of these, very likely only two (one of which must be the navigator) will actually compete, but the others should be available before the event to help maintain the car, hold the tools, sort out the maps, make the tea and mind the engineer's baby while father changes the oil.

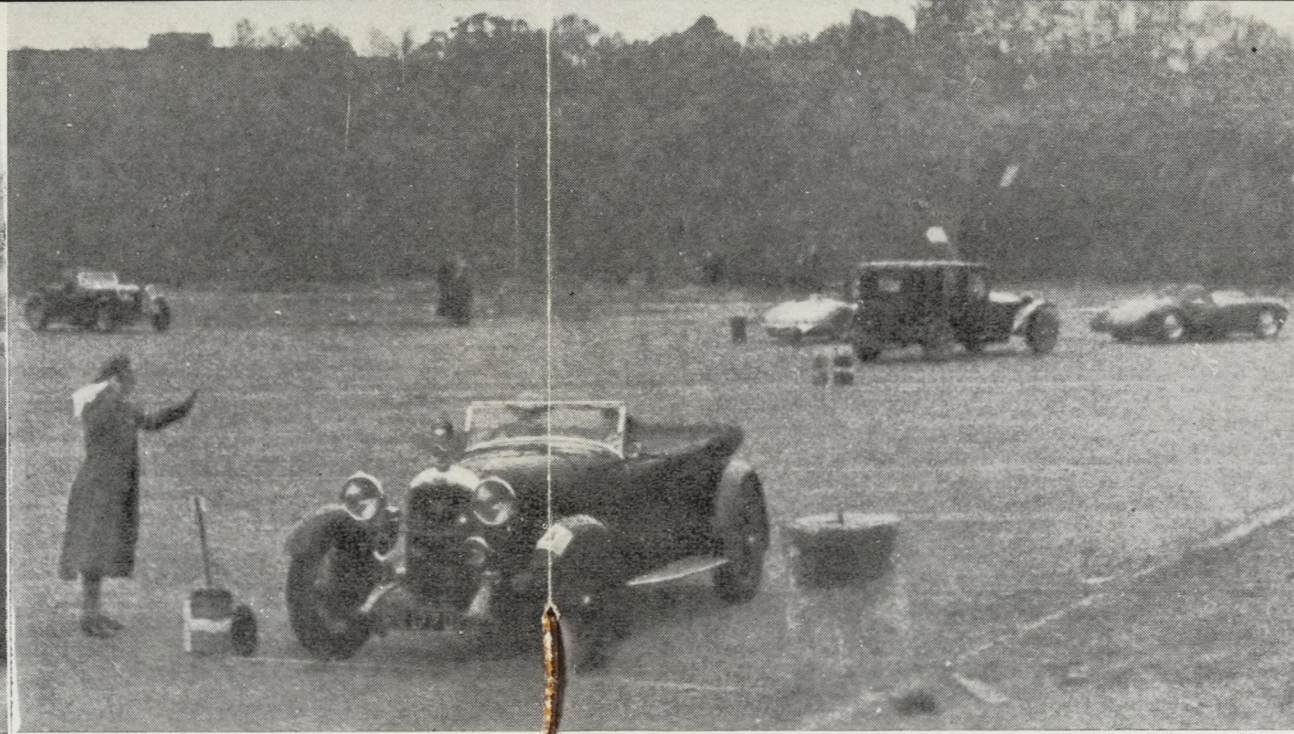
- (b) Some "base" (?owner's garage) is established for the crew.



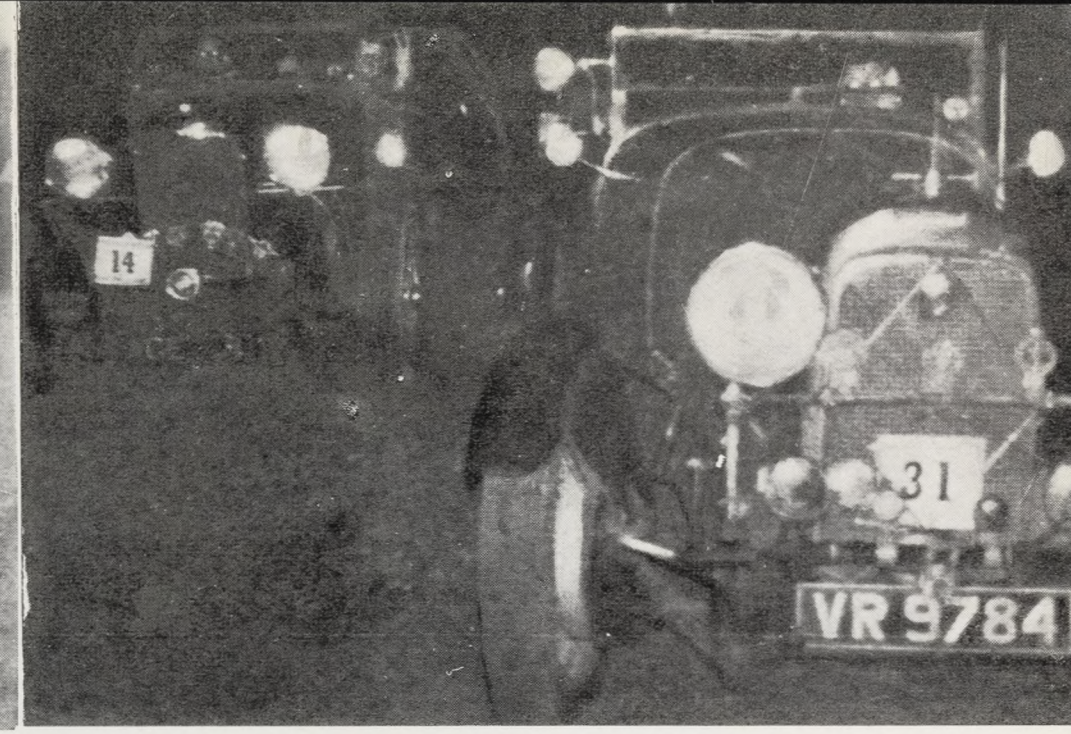
SILVERSTONE RELAY RACE : Billy Michael attempts to pass the sash to Rexford-Welch while Freeman-Wright offers no help at all!! Anyone know telephone number of the brunette?



Pre-night section at Hog's Back Cafe. The winning car (2nd left) is seen between Rexford-Welch's 3-litre and Miss Mendes' 4½-litre while Lyons' 4½-litre noses in the picture on right.



General view of Tourney Ground with Whitehall (Austin-Healey) Jeddere-Fisher (Lancia) and Stoop (le Mans Frazer Nash) hurrying out of picture while Whitelegge's 16/80 is under Marshall's orders.



After dark section: The Chairman in "The Scarlet Woman" (left) characteristically greets our Honorary Competition Sec. who is the photographer.



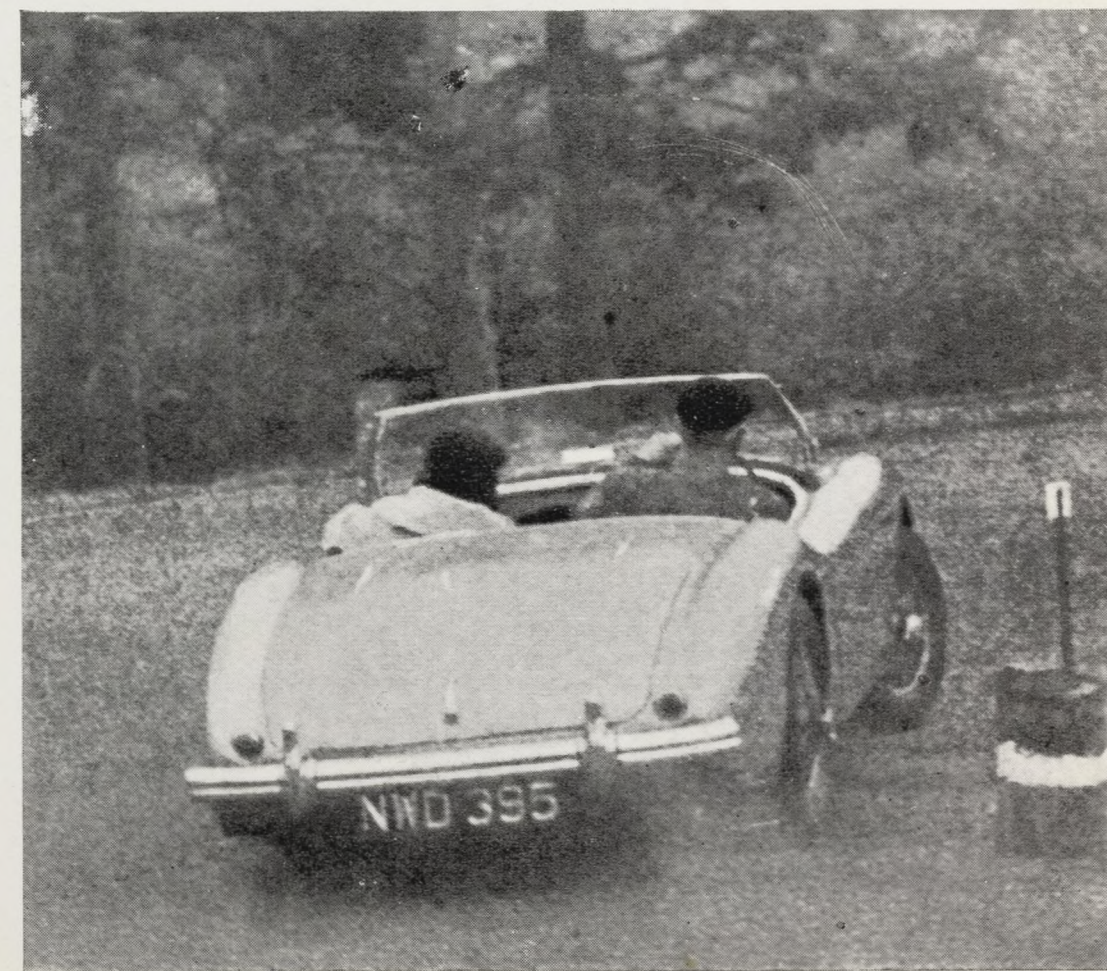
LAGONDA CLUB NOVEMBER HANDICAP

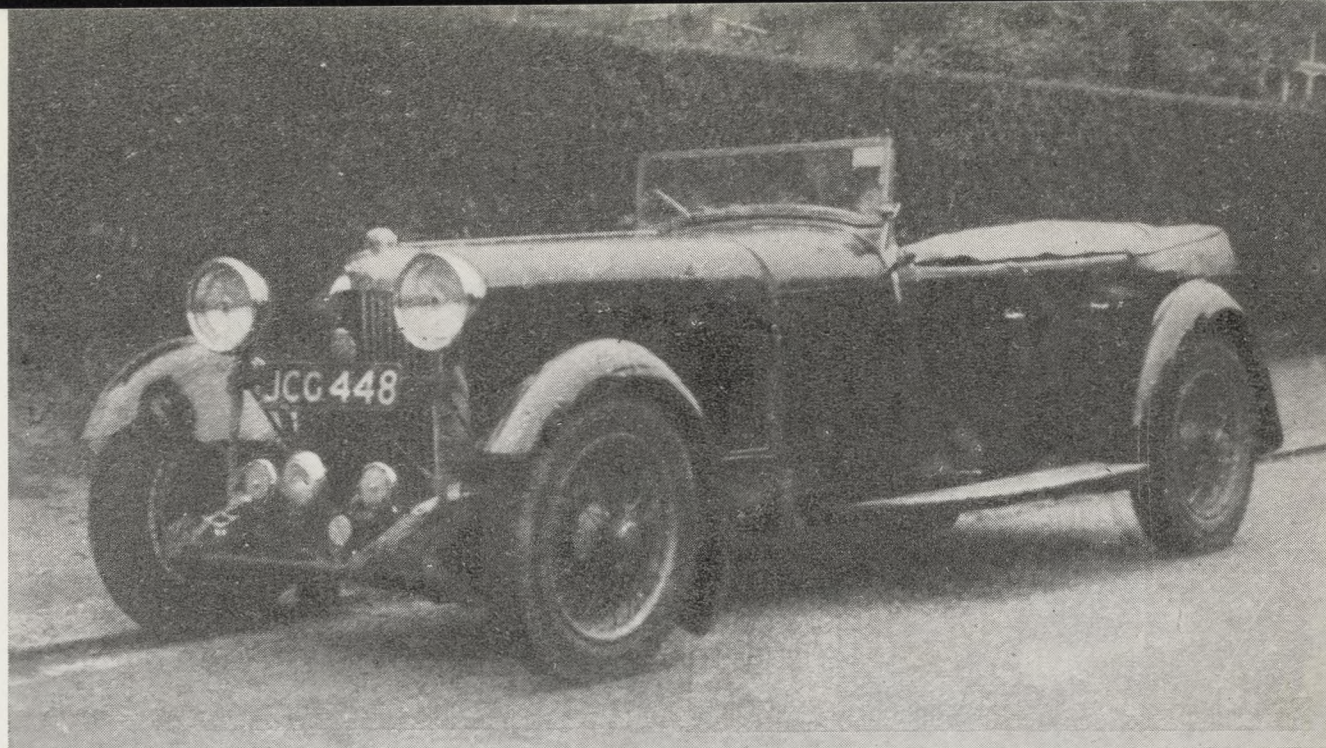
Some members imagine that Club events are for "specials" and competition cars tuned up to climb rocks and mud-tracks up fantastic gradients. These few pictures show that ordinary cars and ordinary drivers get a lot of fun out of these events with little damage to the pocket and none to the car. This should encourage you to "have a go" in next month's Southern Rally.

*COG-itation !
(with apologies to
Le Penseur of Rodin)
by Mike Bosworth
one of the organisers of the
Lagonda November Handicap.*

*All these excellent
are by photographs
Dr. C. Rexford-Welch.*

WINNER
*C. Whitehall
Bentley Drivers Club
demonstrates
"a firm suspension"
in his Austin-Healey
in Test No. 2.*

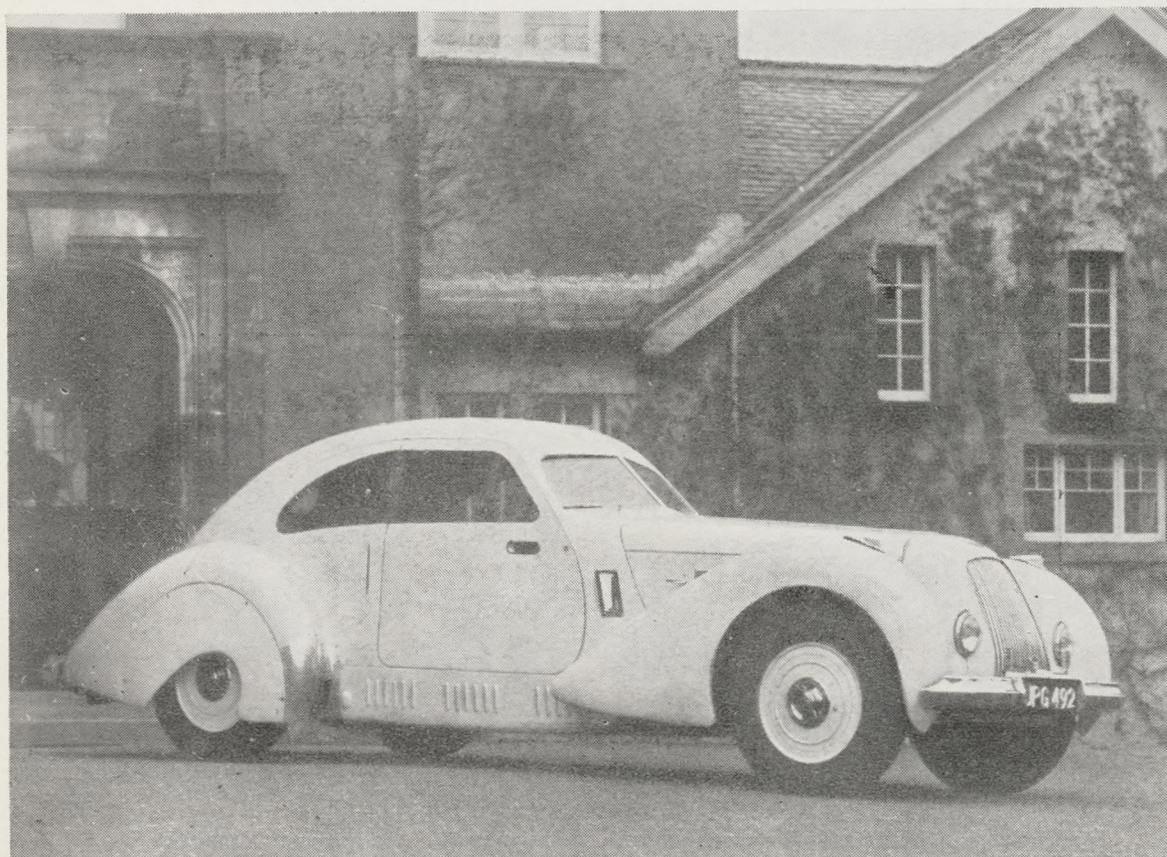




THE 3/4½-LITRE

(seen above) has a quite brisk performance, having a 4½-litre engine in a late 3-litre chassis, 4 : 1 axle and a weight of 31 cwt.

T. D. A. Kennedy, R.N. Air Stn., Gosport, claims 18 miles per gallon.



JPG492 is a V12, works No. 14117 and is fundamentally identical in Engine and Chassis to the 2 works le Mans V12s of 1939. The bodywork was built by Lancefield Coachwork of Wrenfield Place, W.10, and the car was built with the intention of using it to attack the saloon car speed record. It was unfinished at the outbreak of war and it now belongs to Ian Frazer Marshall who has had it since 1949.

A photograph of your car in interesting surroundings or featuring special points is news for other members !

What about it ?

- (c) The crew meet the previous week-end to prepare the car, under the direction of the engineer.
- (d) The navigator sorts out all his gubbins, maps, average speed charts, etc.
- (e) The skipper lays on details of transport and RV at the start.
- (f) The admin. wallah accounts for all expenses, and after the event allocates their defrayment according to some agreed equitable system. He also looks after competition licences and insurances.

6. Club Liaison

- (a) The club shall be kept advised of the events entered for, and the results.
- (b) The Team Manager's and Crew Skipper's addresses shall be widely advertised in the magazine with invitations to newcomers or near neighbours.
- (c) A proposition be raised as to whether the Club should meet entry fees for the three team cars.
- (d) The Club will, we hope, support their team, and the team must accept responsibility as representatives of the Club.

Now that is my suggestion, and where (you will say) do we go from there?

Firstly, stop reading this : get up and fetch a pencil and a postcard. Address it to the Competitions Secretary (whose address is inside the cover) and write down the following information :—(Go on! Do it! NOW!)

1. I think this idea is :
 - (a) a lot of rubbish in which I'm not interested and feel should be resisted.
 - (b) has possibilities which I feel should be supported.
2. Do you want to come in on it yourself? *Yes/No.*
3. Would you act as Team Manager? *Yes/No.*
4. Would you act as Crew Skipper? *Yes/No.*

5. Do you have a car in which you want to compete? *Yes/No.*
6. Have you previous competition experience? *Lots/A Little/None.*
7. Have you garage facilities? *Yes/No.*
8. Have you a fair tool kit? *Yes/No.*
9. Can you navigate? *Well/Fairish/A Little/No.*
10. Can you act as fitter? *Well/Fairish/A Little/No.*
11. Would you act as "admin. wallah?" *Yes/No.*
12. Can you afford to share costs if competing? *Yes/No.*
13. Have you spare time at odd week-ends? *Yes/No.*
14. Would you assist with domesticities? *Yes/No.*
15. My car is a..... in *Good/Fair/Rough Condition.*
16. My Address is—.....
17. Are you sure you really want to come in on this : to "muck in" with the rest of the crew and have them "muck in" with you : and we can count on you? *Yes/No.*
18. Name? *Yes/No.*

Please put it here—.....

Secondly, I suggest the committee might meet and decide (in the light of members' reactions) whether such a plan should be tried or not. If the answer is "yes" then appoint a Team Manager, give him all the available information and tell him to get on with it.

Thirdly and lastly—(no wait! have you filled in that postcard? Don't go on reading 'till you have!) obviously some real support will be needed but above all, I revert to my original contention that the Team Manager would have to really "get the whips out" and tell everybody just what was required of them, for you will never get anybody to work together, even in a sport, without somebody issuing a few "Part I orders"!

LETTERS FROM OVERSEAS

1935 Lagonda Wins Calcutta G.P.

Dear Sir,

Mr. Geoffrey Dempsey, Lagonda Car Club No. D10, writes to me suggesting that I send you details of my car and I understand that he has sent a copy of his letter to me, to you as an introduction. I am accordingly giving below details of my car along with a snapshot of it and you are most welcome to use the foregoing in your Club magazine. I am writing to the Secy. of your Club regarding my becoming a member of it.

My car is a 1935 3½-litre and was originally fitted with a four door pillarless saloon body. I acquired the car in 1945 and after a few months use, during which I had absolutely no trouble and found the car mechanically perfect. I removed the saloon body and fitted a home-made drophead coupe one. Later, around 1950, this body too was scrapped and a very light timber framed and aluminium skinned Le Mans type 4-seater body was fitted. This, also, was a home built job. The enclosed photograph will show that it is quite workmanlike, and fully worthy of the magnificent chassis.

On the mechanical side, the only mods. carried out have been to fit an oil radiator (off a Leyland Diesel), cold air ducting to the carbs. an outside exhaust manifold with straight-through silencer (not shown in the snap), an air-pressure system for the fuel feed to supplement the twin S. U. fuel pumps and an addition in the way of instruments of an induction manifold vacuum gauge and an oil thermometer. The car has now done well over 250,000 miles without a rebore or crank grind but Cords rings have been successfully fitted in order to control the oil consumption incidentally now around 3,000 m.p.g. Oh, yes, I have added a Fram oil filter and a Carter fuel filter to the already comprehensive filtering system, and I am quite fanatical about the cleanliness of oil, fuel and air going into the engine. A major overhaul is now contemplated only because

oil-pressure with a really hot engine is down to 25 lbs. per sq. inch instead of the 40 lbs. it should be.

Motor sport out here made a start in 1950 under the auspices of the Calcutta Motor Sports Club. At the first attempt at sports car racing made with my old Lagonda, I secured a win in 1951, and since then in a total of 6 races and 1 hill-climb, the old car has secured 2 wins and 2 places. I am afraid, living as I do, over 250 miles from Calcutta, I am able to compete only rarely even though race meetings are held twice a month during the cold weather season. The racing usually takes place on the Alipore (Calcutta) Aerodrome, a rather short circuit of 1.2 miles round with 4 corners and 2 hairpins thrown in. The present performance of my 18 year old car may be gauged from the fact that at the last race meeting when I competed, my car had to give a 13 secs. start to a Jaguar Mark VII (3½-litre XK120 engine) and I was able to make up 11 secs. of this in a 6 mile handicap race. The following lap times might prove of interest (figures from the official lap times during the 5 lap big car race of 12.4.53 at the Alipore Aerodrome) :—

Car litre	Standing lap min. secs.	Best flying lap min. secs.
3½ Bentley ..	1 42	1 30
3½ Jaguar Mark VII	1 36	1 25
2½ Jaguar 100 ..	1 33	1 29
3½ Lagonda ..	1 32	1 23

I am afraid that I am quite a fanatic so far as my Lagonda is concerned, but I expect you and the readers of your Club magazine are too. I shall look forward to receiving your magazine once I become a member.

Yours faithfully,
A. IMAM.

"The Grove",
P.O. Hazaribagh (Bihar),
India.

At the moment of going to press, Mr. H.T. Cooke sends a press cutting announcing Toto

Imam's victory in The Calcutta Grand Prix in a field comprising, a Rover 75 Special, an SS100, a Bentley, a Lancia and an A.R.D. Special. The photograph in the cutting shows the Lagonda to have a most interesting looking body, with a front cowl reminiscent of the B.R.M. but larger and higher. Unfortunately, the photograph is not good enough for reproduction. It is not clear whether this is the car of which Imam writes as a photograph which he enclosed with his letter, shows a 3½-litre in more normal frontal guise.—Congratulations, Toto!—ED.

7 Lagonda Owners in U.S.A.

My dear Mr. Taylor,

As a member of the Lagonda Club and the owner of a V-12 drophead, I have always read with great interest the very splendid magazine, of which you are Editor.

Having only been interested in the Lagonda car for the past two years, as you can imagine, the material supplied in the bulletin is all new to me, and most enlightening.

Yesterday I picked up latest issue of *Cars* and was delighted as well as surprised to find quite a comprehensive article on Lagondas. Even with my limited knowledge, I have picked some flaws in its accuracy, but even so, it does contain a lot of material with which I was not familiar.

Believing that it might be of some value to you in perhaps even commenting on the article, I am taking the liberty of mailing it to you under separate cover. (It is hoped to reproduce this article in a later number.—ED.)

The magazine, which I do not believe has any great distribution abroad, is a fair example of our motoring publications, and for that reason, too, may be enjoyable to you. Please add it to your files.

British "Roadability" Supreme

Incidentally, I have just purchased for my wife, one of the new 1954 161 HP Mercury convertibles. While 500 miles is not nearly enough to form any opinions, it is very smooth and lively. It is described in this same issue in some detail. However, my

greatest complaints, which would apply to most every American car, and which are not even mentioned in the article, are balance and steering. As an owner of an XK-120 Jaguar as well as the V-12, I delight in their roadability and delightful handling. The Lagonda, for instance, weighs without passengers, but with 10 (American) gallons of gasoline, 4,400 pounds. Of this, 2,275 lbs are on the front and 2,125 on the rear. Contrast the Mercury (supplied with the heavier frame to compensate for the lack of body bracing with the open model), 3,880 total with 2,190 front and 1,690 rear. Even equipped with snow tires, there is so little traction on hard packed icy snow that you can't hold the rear end down. In the same going, without special treads, the Lagonda (or the Jag) grip the road without difficulty and I experience no wheel spin.

As to steering, the ratio of the Mercury is 25 to 1. This is supposedly needed because of nose heaviness and of course the extra low pressure 7.60×15 tires. However, regardless of the new ball point suspension (a la Jag) which is mighty easy to handle, it seems as though one is continually correcting.

American cars, do, without a question of a doubt, offer excellent value for the money. (Mercury convertible with power operated top (sorry, hood), power operated windows, power operated front seat, (back and forth and up and down,) and a few other extras cost us about £1,200 inc. all taxes. Then, too, they will satisfy most drivers in handling on our wide and straight main roads. But for fun in driving and covering ground on winding, narrow roads, I believe, you fellows have it all over us, on this side of the Atlantic.

To get back to the Lagonda, my car is a sister of MG 6448 shown on page 44 of *Cars*. I have reringed it, completely replaced all moving parts of the king pins, and tie rods recambered the rear springs, partly rewired, rebuilt starting motor and dynamo, distributors and carburetors. After struggling with a serious lack of power, I finally discovered the cause to be, of all things, the top dead centre mark on the flywheel to be over four inches from correct.

LETTERS FROM OVERSEAS (contd.)

I have located what is alleged to be one of the specially prepared factory entries in the 1939 Le Mans. (Seems as though they must have multiplied since hatching, for Major Matthews claims to have one and so does Ivan Carr of Carlisle. Anyway, this chap, who lives in the States, has been racing his, but having broken a piston and torn two bores, took out the V-12 and replaced it with a 300 h.p. Chrysler V-8 (as used in the Cunningham cars at Le Mans.) I am trying hard to buy the old motor and hope that I may be successful in eventually getting his price down to an acceptable figure. I would love to have the higher compression head,

four carburetor intake manifold and I could use new cam followers, as mine are slightly worn. I will let you know later, if I am lucky.

I have located and corresponded with six owners of Lagonda's living in the States. Unfortunately, they all live at such a distance that so far, I have not been able to meet them. Nor have I been able to get them to join the Lagonda Club. However, perseverance will win and some day we may have a overseas chapter started here.

Respectfully yours,

ROBERT T. CRANE.

Lake Mohawk,
Sparta, New Jersey, U.S.A.

W. C. Hartop forsakes the photo-album to go "screwy" and investigate

SCREW THREADS ON THE 2-LITRE

It might be thought that this subject would impinge upon the prerogative of the Spares Registrar & Technical Advisor, but I have taken the precaution of consulting him first. It all commenced when I began to fit a standby distributor to the tail-end of the inlet camshaft, and I started to wonder what standards of thread were actually in use on the car. Truth to tell, I am still wondering.

At first I thought that it was really quite easy, for was it not stated in the series of articles on the "Care and Maintenance of the 2-litre" which was published in the magazine as reprints from the 1929 "Autocar", that threads up to $\frac{3}{8}$ " were B.S.F., and thereafter 16 T.P.I.? (threads per inch, to the initiate). Anyone who has done even the elementary items of maintenance must by now have realised that this is complete nonsense—or have they? I for one, always make a point when any part is dismantled, of running a die down all the screws and bolts and a tap through all the nuts and any tap holes that may come to light. I find that this speeds up the work of reassembly by far more time that it takes to do, and that my temper improves

in direct proportion due to my relative freedom from barked knuckles, damaged hexagons and tight and awkward threads. It is when this stage is reached that it is realised that all is not as simple as one might wish.

Finding out the Hard Way

True it is, that up to $\frac{3}{8}$ " B.S.F. is usual but by no means standard. $\frac{1}{8}$ ", $\frac{3}{16}$ ", $\frac{1}{4}$ " and $\frac{5}{16}$ " Whitworth are encountered and so is $\frac{7}{16}$ " Whit., while $\frac{5}{32}$ " Whit. appears in the Autovac. These threads are discovered mainly, but not always, when it has been found necessary to tap into aluminium or cast-iron, but this however is by no means a regular finding and upon this subject, more anon. $\frac{1}{8}$ ", $\frac{1}{4}$ " and $\frac{3}{8}$ " B.S.P. ("Gas") are found amongst the pipework as might be expected, but some of the unions certainly are not "Gas", and it was this discovery that made me follow up the subject when I was wrestling with the difficulties of transferring the rev-counter drive to the exhaust camshaft when fitting the distributor to the inlet. Once one passes the $\frac{3}{8}$ " diameter mark, the fun really starts. The cylinder-head nuts as Forshaw so rightly warns owners are $\frac{7}{16}$ " S.A.E. (i.e. 20 t.p.i.) and not 18 t.p.i. as

would be the case if the breed remained true to B.S.F. over $\frac{3}{8}$ ". This same thread also holds down the rocker-box covers, bolts on the brake drums and also the greaser plugs on the front splines. The same thread, albeit left-handed, is found in the tail-end of the inlet cam shaft driving the rev-counter, and also in the exhaust camshaft of the "blown" engines and probably in the others as well. Here, it should be noted by those owners with the oppositely-turning camshafts, that the threads are right-handed as might be expected, and that in the end of the exhaust camshaft (at least in mine) is a $\frac{9}{16}$ " x 20 thread!

Misleading Information

From now on, it will be found that 20 t.p.i. crops up with almost unfailing regularity and care should be taken accordingly. The thrust adjustment at the front end of the exhaust camshaft is $\frac{1}{2}$ " x 20 as is that embodied in the rev-counter drive on the supercharged models (although this is left-handed), but $\frac{1}{2}$ " B.S.F. keeps the shock-absorbers in position. $\frac{9}{16}$ " x 20 crops up in the union taking oil to the main bearings from the bronze distributor box by the oil pump. The standard thrust adjustment on the exhaust camshaft rear end is found to be $\frac{5}{8}$ " x 20 and the same thread holds the shock-absorber brackets to the rear axle casing. The bronze elbow take-off for hot water from the rear of the cylinder-head to the water jacket of the inlet manifold is $\frac{7}{8}$ " x 20 no less. This I found to my dismay when fitted an offset 14 m.m. plug head off a "blown" engine which of course had no such fitting. The rocker-box breathers are $1\frac{1}{4}$ " x 20.

It will thus be seen that the information on screw-threads in the article on maintenance to which I have referred, is a little misleading, and it would appear that above $\frac{3}{8}$ " the rule is 20 t.p.i. rather than 16 and I would suggest that anyone involved in home maintenance of a Vintage Lagonda, for I cannot speak for Rapiers and 4 $\frac{1}{2}$ s. let alone V12s and 2.6s, would be well advised to take care before taking liberties with screwthreads of any diameter whatsoever. Any more information on this subject, would I am sure, be welcomed

by the Spares Registrar who garners such items as a magnet attracts iron filings.

Weakness of Design

The use of certain screwthreads is to my mind, one of the weaknesses of the design. I was always taught that one should use B.S.F. in steel and Whitworth where the softer metals were concerned. Of course there are limitations to this theory, but generally speaking, it holds good. One finds in numerous places on the 2-litre that $\frac{1}{4}$ " and $\frac{5}{16}$ " B.S.F. are tapped into cast-iron, bronze and worst of all into aluminium and in consequence I should imagine that it is a rare car indeed where one could not find at least one instance where a thread has been stripped and a so-called mechanic has simply pushed through a larger drill and tapped it out in the next larger size, again in B.S.F.! What folly! In spite of taking the utmost care, fine threads in aluminium are prone to pull out, especially $\frac{1}{4}$ " and the answer is *not* to open out to $\frac{5}{16}$ ", but to plug with a piece of brass or bronze plugging and redrill and tap $\frac{1}{4}$ "—preferably Whitworth. The reverse aberration seems to have seized the designer when the time came to fit the cycle-type wing, for here one would have thought that B.S.F. steel screws would be used in a position that probably gets as heavy a shaking as any part of the car, but no, they use Whitworth! Perhaps they had a supply that they wanted to use up, for I can think of no other reason.

Forshaw points out that there is a strange left-hand thread on the collar of the Bendix sleeve, and fine thread bolts securing the chassis tie-bar behind the petrol tank, and that joining the front dumb-irons on the later cars. There are undoubtedly other unusual threads to be found on the car in various places, but unless one strips a car right down and checks everything as one goes along, it is difficult to see how such information can be gleaned. I'm sure that should anyone in the course of travail come across anything peculiar in this line, the Technical Advisor would be more than pleased to add to that vast store of knowledge that he has at the disposal of members.

W. C. HARTOP.

NORTHERN NOTES

Once again our Party seems to miss being HOT NEWS. No mammoth presses purposefully roll out copies to be rushed by midnight train to breakfast toastracks while the ink is still damp. Old world dignity and calm pervade our printing room, and compositors may not be flurried by Northern demands to save some space for record of our junkettings. This then will be in print when drivers staid or tough unbend, and (we hope) come mellow in company of grace and atmosphere of cheer. It's hoped the revels will not pass unrecorded, and unsung, but summer issue is somewhat far ahead, and roads and wheels, and sun and views will then take pride of place.

Now we are reminded of departed faces ; the question being who replaces the polished and persuasive M.C. of last year. Maybe we can find means of attracting him above line 53 again. With apologies to a radio show we say "Come back, George Sanders".

Beer and tea, talk and tinkering, still occupy the North. The talk at tea at Cottons result in meets being rationalised to all Second Tuesdays at Roe Cross Mottram, and Last Tuesdays at Red Lion, Holme-on-Spalding-Moor. Alvis and Vintage may join us at both. We are expecting some driving tests in the spring, and of course our usual summer Rally in June.

Lagonda Beats Potent Alfa

On a recent Vintage Rally a Lagonda was lucky to choose a route which did not include gates, and won it's class above a very potent Alfa Romeo, whose navigator paid the penalty of unhappy choice of way by having to get out and open (and shut) nine of these obstacles. Col. Legett was surprised in his eyrie in a lovely part of wilder Yorkshire. A somewhat dicy passage against the clock and then this pleasant village green, and

round the corner the Col.'s really fine 4½ clean and beautifully maintained.

We welcome Rider from Scotland. For once a Scot has refrained from going too far. Roberts and Gillingham of the fierce 2-litre both hie to softer South, but Rider spurns not our rigorous air and stays midway, and displays a 16-80 that restores the faith of Yorkshire in this under-rated type. A smart tourer this, and standing up to fast and frequent drives. The night too cold to ponder long, but healthy sounding as it went it's way.

In exchange Cochrane is REMEdying the affairs of the Army in Lanark in the appropriate branch of the service. Pye is at an improbable sounding place overseas, and Ogle-Scan sends seasonable greetings from Tokyo. He does not describe the reactions of the Mikado and the Geisha Girls to his 4½.

Clark Wins "Best-Kept" Award

Moss, a new member whom we welcome, is engaged in refurbishing a pleasing 4½ saloon, and Clark brought to Knutsford a 14-60 tourer in very fine condition, which obtained the award for the best kept Lagonda present.

In this horribly cold wind it seems strange to have surplus heat, but Page is apparently in such a position as he is negotiating for more radiators. Allison (P) is differently disposed and seeks to retain warmth by wearing astonishing headgear and the Nth. Sec's tractor driver's coat.

Brewer has not been at all well, but is now about again. We wish him some pleasant motoring this summer.

A certain Lagonda delivers sparks from its exhaust when proceeding under forced draught, to the alarm and dismay of following traffic. Some comments from the technical department would not be out of place.

An R.A.F. flying instructor, who distinguished himself recently by landing a disintegrating Jet on an airfield instead of on a large town over which he was flying when things began to fall off, was torn between parting with his Lagonda for a car his wife could drive, or swapping his wife. He finally

decided on the former course despite numerous offers for his wife.

Atchley has a Rapier with a sawn off tail—the work of a previous owner. It may have seemed a good idea, but it is entailing a great deal of labour on the part of Atchley to tidy the affair up. Pape is almost back to normal after a stormy session with some wire, a 2-litre and a wiring diagram, and it is hoped his painstaking rebuilt car will soon be on the road.

NEWS FROM SCOTLAND

Some accord is being reached with the Vintage Sports Car Club, who invite us to go along and talk cars at Scotts in Edinburgh the First Thursday of each month, and at the Bath Hotel, Bath Street, Glasgow on the Third Thursday of each month—better take own towels and soap. These invitations are particularly appreciated because our limited and scattered membership makes it difficult to arrange rendezvous within reach of all.

A meeting of a slightly more ambitious nature is being arranged for March 20th. This is the day of the Scotland v. England Rugger Match, and anyone attracted from afar for the occasion will be very welcome to join us for a meal. At time of going to press the venue is not settled, but should any member who is interested not receive further particulars, either because the organisers consider the address a bit wide or just because they muddle the job, will they please write to the Nth. Hon. Sec. or to H. I. T. Gunn, 47 Learmouth Court, Edinburgh 4. It is foreseen that some discussion may take place, as to the possibility or desirability of holding an event on wheels. This will depend on co-operation with other clubs, and would be of greater interest if it should attract members from England. What of it you Sassanachs? Who would come over the border for a motoring week-end?

COMPETITION NOTES

Most members on competing in the odd Club event, though full of motor-caring wisdom, may not be aware that all motoring events, (even mild events such as the Northern and Southern Rallies), are run under the auspices of the R.A.C., under powers delegated to them by the Federation Internationale de L'Automobile : quite a mouthful to control, for example, a test over 25 yards at dizzy speeds of 15-20 m.p.h. in say an 11.9. Over the winter hibernation period these gentlemen of the R.A.C. (very nice they are too, when met in the beer tent) have propounded some nice new rules for this season which have been concisely summarised in a modest little pamphlet of four pages and a mere 5,250 words approx., all most understandable to those with a mild smattering of Law and Economics.

The new rules as affecting us are briefly :—

- (a) Annual Registration and Insurance of Recognised Clubs now costs £7 7s. This allows us to run CLOSED events under R.A.C. auspices—no limit to the number. These previously were run under individual licence costing approx. 30s., and as we run three in the year the Treasurer is not amused. It should be emphasised that both the above methods include insurance.
- (b) Closed Invitation or restricted event permits will cost £4 4s. (example :—The Lagonda Invitation Night Trial).
- (c) Competition Licences will be necessary for all events other than Closed Events. Last year the Restricted Licence cost 5s. this year an increase to 10s. has been made. The pleasant custom of printing it in both English and French has been dropped so they can no longer be used as passes to pits at Le Mans—a shame.

The above may suggest that the R.A.C.

COMPETITION NOTES (cont.)

have been a little hard on the "small" Club and the "small" man, however, it should be born in mind that the calendar is already too crowded and that small Clubs may run events badly, the onus being ultimately on the R.A.C. and The Sport. Hence the R.A.C. is involved in a very considerable expense and funds have to be found for this, and few reputable clubs are liable to grumble at the new rulings.

AWARDING OF CLUB TROPHIES FOR THE YEAR 1954.

It has been suggested that our major Club competition awards should be contested for, under a definite and fixed code for the year 1954; this suggestion raised at the Annual General Meeting received support, and it was decided to appoint a small sub-committee to work out the best method. This has been a far from easy task in view of the large number of different types of Lagondas involved, e.g. 11.1, 11.9, 2-litres, including 16/80's, 3-litres, 3½-litres, Rapiers, 4½ litres and the V12's to mention the main groups. However, from the welter of discussion the following scheme has been born and will be adhered to for this year, and it is hoped that it may stimulate interest and assist in the promotion of the sport in general.

THE THREE MAJOR CLUB AWARDS

1. The Densham Trophy.
2. The Lagonda Car Club Trophy.
3. The Michael Trophy

will be awarded on a cumulative points system for the year 1954. General eligibility for the above prizes :—

THE DENSHAM TROPHY—will be awarded to the best member's 2-litre (including 16/80s) in Club closed events.

THE LAGONDA CAR CLUB TROPHY—will be awarded for the most outstanding achievement or achievements of any member of the Lagonda Club driving a Lagonda at the complete discretion of the Committee, bearing in mind the points system.

THE MICHAEL TROPHY—will be awarded to any member of the Lagonda Club driving a Lagonda in any event (the winner cannot be the winner of 1 or 2) on a cumulative points basis.

The Cumulative Points system is outlined below :—

Closed Events (Southern and Northern Rallies, Night Trials, Concour, and Social Events.)

Closed Competitive

Outright winner	..	15 points
Class winner	12 „
Class runner-up	8 „
Starter	3 „

Closed Social Competitive

Outright winner	..	10 points
Second winner	7 „
Third winner	5 „
Starter	2 „

Open Events. (Major Rallies, Driving Tests, Hill Climbs, and Sprints.)

Outright winner	..	20 points
Class winner of 1st Class award	15 „
Award of merit or 2nd Class award	12 „
Finisher*	5 „
Starter	3 „

(* If road section included.)

Race Meetings

First in Race	15 points
Second in Race	12 „
Third in Race	8 „
Starter	5 „

Marshalling or Organising

At Lagonda Club or other R.A.C. Calendar events	5 marks
---	---------

It is hoped that the position of members competing for the above trophies will be shown in all magazines and circulars; however, as members may compete or marshal in a large number of events, all over the country, of which the committee may not be aware, any member wishing to claim points *must*

stake his claim by sending a postcard to the Competition Secretary—no points will be awarded unless a p.c. is received.

It may appear at first sight that the system is complicated, perhaps it is, however, the object is to give ALL members a chance to amass points even if they are not habitual competitors, and also to give the older cars a reasonable chance and *not* to forget the poor organisers and wretched marshals!

After this not inconsiderable quantity of verbage, it only remains to offer all competitors in the Club the best wishes for this Season, and for those in any doubt over competition matters—you've got a tongue (or even a pen) you've got a Club with a Committee—well use 'em all!

Two Important Dates

THE LAGONDA SOUTHERN RALLY. 22ND MAY
(Closed Event)

THE LAGONDA NORTHERN RALLY. 26TH JUNE
(Closed Event)

These two events are open to members of the Club and will per tradition consist of simple driving tests which members will per tradition make a mess of and yet have an excellent afternoon, and in the evening (over beer) trot out the usual excuses!! It should be noted that a special section will be run for members competing in vehicles other than Lagondas.

C. S. REXFORD-WELCH.

SPARES AND TECHNICAL TOPICS

Spares Registrar and Technical Advisor :

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

The writer's leisure is so heavily committed that in spite of good intentions, demands for magazine copy invariably catch him "trousers down". The present is no exception. What follows is written for importunate new-Editor Winkworth literally at a moment's notice, and no apology is offered for style or content. Some explanation is due, however, for failure to deal completely and adequately with a voluminous correspondence during the past three or four months; for this, successive spells of poor health are responsible. But a vast amount of work has nevertheless been done.

2-litre. Harold Tyler has replaced the normal engine to gearbox driving shaft and coupling discs by an Armstrong Siddeley shaft incorporating its own universal joints; a further modification by the same owner is designed to overcome, without dismantling, the splaying out of the female dog driving the water pump. Excellent results are claimed for both and full details will shortly be available on loan from me.

4½-litre. A considerable quantity of engine and other spares for this model is now available and all enquiries will be sympathetically received.

3-litre. Fitting the timing chain of the 3-litre engine will normally provide timing correct to the nearest tooth. The camshaft chainwheel, however, is provided with three alternative keyways, by the use of which greater accuracy may be obtained.

Catalogues. I am compiling for loan within the Club, a portfolio of Lagonda Catalogues over the years, most of which are of absorbing interest. The nucleus of this portfolio will be formed by six books from my own papers. Gifts or loans of other catalogues and folders in support of this project will be welcomed.

Literature. Much reference has been made recently in the motoring press to the "Williamson" books, a series of romantic novels with a strong motoring flavour written in the early

years of the century. These books are wholly delightful and the first of the series—*The Lightning Conductor*—is in my own library. I am willing to lend this to members wishing to read it.

Chat. The sword of Damocles falls sharply on a resentful Armitage and despatched him to the back garden of Allah, where he will dance with Salem and dream of Lagonda. He voyages in a peculiarly vintage troopship and his car is for sale.

Whetham has moved house ; present accommodation for his saloon Rapide is so confined that the contortionist driver vacates the car by crawling over the front seats, removing rear seat squab and so out through the boot! It is essential to open the boot by leaning out of the rear window first. There are two highly comical performances daily—members within reach should not miss it.

Bartleet ruefully surveys the ravages of two years garaging in the open. Like a number of other $4\frac{1}{2}$ -litre owners during the past year Humphrey Griffiths is afflicted by overheating ; the cause is almost invariably the same—a defective water pump or a badly lined radiator. Cochrane is back in the fold with another Rapier. Fuller plans extensive reconditioning on his similar car ; he reports excellent service from modified chain tensioner blades supplied by the Downton Engineering Works. Lyne and others fit Wellworthy Duaflex piston rings to stave off major engine reconditioning, and excellent results are reported.

Salisbury is home from Rome and thankfully at the wheel of his M45. On the other hand Gerald Groves is posted to B.A.O.R. and seeks a buyer for his $4\frac{1}{2}$ -litre and 5 berth living van, all in excellent condition and highly mobile. In faraway Pakistan, George Reid ponders the expense of running cars of the Lagonda class, but finally decides to buy a Rapide and be damned ! Collins is posted to Devenport and complains of the thin sprinkling of Lagondas in those parts. But in Cornwall membership grows—at Liskeard,

Rycroft speculates on building a Howorth-like lightweight body on his LG45 chassis, whilst in delightful Flushing, Makinson now has the 2-litre formerly owned by Enys Sincock. Rycroft had high jinks in the frost, one of his cars splitting it's engine from end to end before going to the other extreme by catching fire !

The case of Rexford-Welch v. Dunlop has ended in a sharp defeat for the rubber company . Completion of the restoration of the giant Itala by Rex and Kennard is expected to come to an infuriating end just as the former is due for posting overseas. Price has taken over the Saddler's Arms at New Yatt, near Witney, and offers warm welcome to members of the Club. Henry Coates works hard on his Rapide, mildly delirious between spells of farming and acting as a tower of strength for all northern enthusiasts. He offers a fabric saloon 2-litre body to anyone seeking such a thing.

New member Morris's wife is a fashion journalist and will doubtless find inspiration in what the well-dressed Gondolier is wearing at meetings this season. Another newcomer, Lyon of Ormskirk, has cherished his Continental 2-litre since it was only one year old. Mad Mac McIlvenna lives up to reputation by arriving at this dwelling, unannounced, unfed and sleepless, at 8.30 on a particularly snowy winter's morning. Hopkinson accomplishes an epic journey from Darlington to Norwich carrying a complete car body lashed on top of his vehicle, to the delight of the populace and the perplexity of the police. Alan Audsley has acquired a folding head coupe 2-litre. Mathews is rebuilding an early A.C. Tri-car and would welcome any information of assistance.

The Gardeners have secured an early motoring book and are learning good coachmanship and the care of the hind wheels of the car. "A small cushion" it is said, "must be provided for the lady passenger as the female back is shaped differently and not only will the cushion add greatly to her comfort, it

will also preserve the shape of her dress". And then again, "Your passengers are not concerned whether you are doing 23 or 25 miles per hour; they wish to be conveyed in safety".

Tilbury yields to that insidious domestic pressure to which I have frequently made reference and buys a saloon 2-litre M.G., in order that his wife may arrive at journey's end unwindswept. On surveying the reproachful 2-litre, however, he is overcome with remorse and cannot let it go—does anyone need an M.G. for the above laudable purpose? This seems to be an excellent place to mention that another M.G. dashed into the back of Skurray's car and wrote itself off, denting the Lagonda petrol tank in the process. Bob Freeman-Wright has acquired a small Rolls in order that the Scarlet Woman may be spared to cut a better figure in the competition world. Townsend is resting, as they say in the film world, and seizes the opportunity to titivate his Rapide. Rapides are becoming almost indecently common, Harry Wareham having also forsaken his Rapier for one of these exciting vehicles.

Tilbury has done 47,000 miles with his 2-litre without decarbonising, and the engine running so well that he has not the slightest intention of disturbing it. Pinkerton has exceeded 40,000 miles in three years ownership of his 3-litre without raising the cylinder head; on the other hand, a colleague of his with a post-war Riley uses 3 engines in 120,000 miles, and a disillusioned garage proprietor quotes a near new car of another make which has had three complete engine reconditionings in 18,000 miles. There MUST be some sort of a moral to all this.

Ben Walker has been notably active in raking in new members for the Club and this is something which all can do. It is astonishing how many Lagonda owners, through apathy, or lack of knowledge, remain outside. Gilbey and Hullock are much impressed with their newly acquired 3½-litre cars—this model, the ultimate development of the 3-litre, was produced only in 1935 and has made no

enemies. Miss Glasspool, of Abergavenny, has both a 3-litre and a 3½-litre—the former, which appears in splendid condition, is for sale if anyone seeks such a car. Some time ago there were several enquiries for 2-litre saloons, and two are now offered by John Booth and Peter Crewe at Saunders Roe in the Isle of Wight. So the natural chopping and changing goes on, and it is refreshing to see how many stick to the marque, or return to it.

Precisely nothing has yet been done to the Napier but a great many, including a noble Lord, have been down to quiz at her and she is feeling highly gratified and important. Barker plans the writer's demise so that the car may be acquired from his relict—Seaton's agile pencil produces a most diverting cartoon of the scene when the car was bought, with large piles of folding money being handed over to a gentleman of particularly repulsive aspect. Speculation as to conduct in the event of a heavy win at the football pools is a common enough diversion, but Phillips' idea of heaven deserves to go on record—"I propose to buy a V12, attach a magnum of champagne to each wing, fold the screen flat and do the town with the frothblowing back in my face".

Page is completely rebuilding the supercharged 2-litre formerly owned by Mrs. Richmond, whilst Richard Shaw is overhauling the engine of his sister car. William Walther goes on holiday to Scotland with a friend in an A70—"a hazardous sort of vehicle with rudder lines of elastic". By unskilful use of the joystick, he accomplished a feat never before achieved in more than 30 years of motoring—that of engaging reverse gear whilst travelling in a forward direction. Not once, but twice.

In conclusion may I offer my belated thanks for more than 200 Christmas cards, and my regret that it is impossible to reciprocate this kindness. The cards are being sent to the local infant's school and will doubtless do much to foster Lagondamania in the young.

THE LAGONDA NOVEMBER HANDICAP

14th November, 1953

The above Closed Invitation Event was run off on a day which as per tradition, was good, and the organisation followed up this good start by providing few errors with perhaps the exception of "three certain stop watches".

It was pleasing to find that the field totalled 35 cars of the proper shape including five visitors (2 V.S.C.C., 2 B.D.C., 1 P.A.M.C.). Amongst Lagondas, it was pleasing to see the marque represented by 11.9, 2-litre, 16/80, 3-litre Rapier, 4½-litre and V12, and even more pleasing was the sight of NEW competitors!

The event consisted of three sections and will be described in this manner :—

SECTION 1.

A simple regularity test that had the additional charm of being started by Ivan Forshaw who benevolently patted all 2-litres on the bonnet and kicked the rest out—a 2-litre fan our Ivan. Stop watch trouble caused many competitors to scratch their heads as personal versus official results tended to differ—anyway why grumble ; a certain even more important rally has had rather similar troubles recently! !

SECTION 2.

While en route to the test area a down-hill rolling test was carried out—a test greatly to the advantage of 3-litres which are always at their best down hill.

The test area was an old Army parade ground and the usual tests were offered, five in number, the first test which included a virtual squaring of the ground, produced most amusement and allowed rapid safe driving. Though not possible to mention all performers, Jeddere-Fisher (Lancia very long chassis) was notable, and the dual between Stoop (Le Mans replica Frazer) and Whitehall (Austin Healey—better known in his Bentley) produced an interesting struggle.

On second runs it was interesting to notice the very great improvement made by some

members in their first Rally, Miss Mendes (4½-litre) driving a very large car for a girl, was notable in this respect.

SECTION 3.

The night section started from the Hogs Back Cafe (this welcome venue was rather cluttered up by a wedding reception, and as it was cold outside, the Club's wishes to the bride, were, to say the least, original! !). The section comprised about 60 miles if done correctly, though in the instance of this writer it took about 600 and used 70 different counties.

POST-MORTEM AND NAAFI SECTION.

Food was laid on at the "Red Lion", Milford, who provided a sit-down supper at a late hour for over 100 persons, all with good humour, considering the muddy/oily state of the guests.

Out-Right Winner .. C. Whitehall (Austin Healey) B.D.C.

First Class Awards .. J. R. Stoop (Le Mans^s Frazer) P.A.M.C.
M. Wilby (Rapier) L.C.
A. Jeddere-Fisher (Lancia) V.S.C.C.
H. J. Chalcroft (Frazer) V.S.C.C.

Second Class Awards D. Midgley (Bentley) B.D.C.
P. Bartleet (Lagonda) L.C.

Novices Award .. Mrs. M. Walters (Lagonda) L.C.

"Thank you's" always come last in write-ups, though why is never clear, as it would perhaps be more appropriate for them to come first ; however, the three organisers, Bosworth-Long-Kennard, are to be congratulated in giving the Club and it's guests an excellent evening out in conjunction with the many marshals who so kindly gave of their time and good humour—some like Ivan and John Lloyd coming considerable distances.

A LAGONDA CLUB CROSSWORD

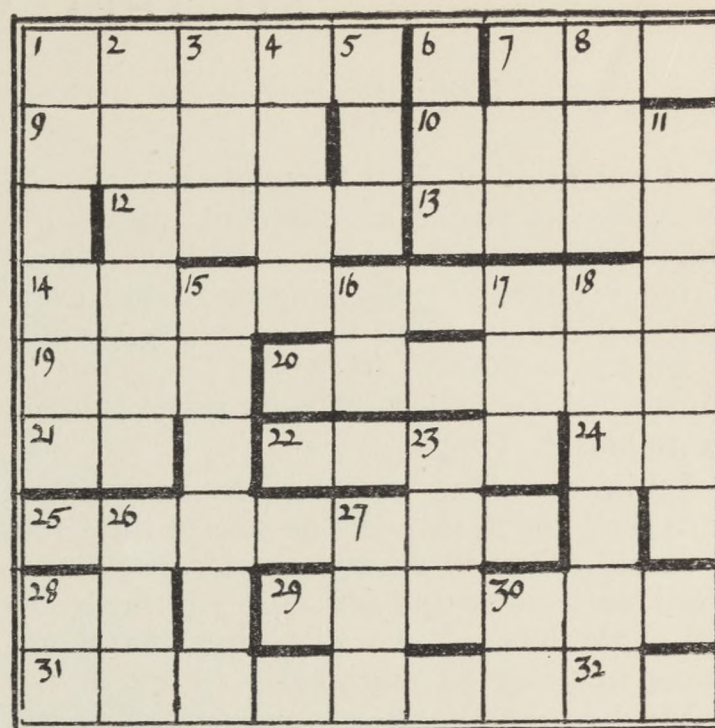
by "Winx"

CLUES ACROSS

1. See 31 across.
2. Good timing starts from here (3)
9. Many a Lag is this to its owner (4)
10. Much of this often needed to remove three parts of it from neglected engines (4)
12. One horse-power for half the toast (4)
13. Only half a de-mister but enough to break a coin (4)
14. A craftsman who makes shillings? No, A V.I.P. Club member (3, 6)
19. This French one is hiding in the sand-dunes (3)
20. Will it be eligible for the VSCC in 1974? (6)
21. A short road in Morden, Surrey (2)
22. 1 down and 22 across. *Pater Familias Lagondae* is in a grave situation near Staines (6, 4)
24. Concerning the start and finish of a Rapide (2)
25. Just fancy! Lady Sue a Club member and of a retiring disposition (7)
28. Another French one! (2)
29. The Rapide of 14 across goes like one? (6)
- 31 and 1 across. Another Club V.I.P. with a large streak of red fox in him (7, 5)
32. Appropriately these letters come last (2)

DOWN

1. See 22 across.
2. The Frenchman is more than a demon (6)
3. Water this to meet your match (3)
4. It sounds what it is, but it isn't! you're on the nail if you have one (4)



5. The top one is not suitable for competitors in the Southern Rally (3)
6. Distinction yet to be achieved by 2-litres at Firle (3)
7. Extremity of a magneto engineer (3)
8. Only this kind of wit would have P.100's like this (3)
11. Motoring measures in a sunlit rest-room (6)
15. Dorothy's brother? A popular drive with motorists (6)
16. Artist left when the jetty is removed from popular Lagonda model (2)
17. Phonetic twin of 22 across but grease it for essential 2-litre equipment (3)
18. Well-known Club member needs but a penny to convert him to the inconvertible (6)
23. The horses of the Rapier in reverse (3)
26. Yet another French one ; out of tune this time! (2)
27. And another Club member identified with a single O.H.C. engine (3)
28. Chaldean part of a purse (2)
30. He's always begging for contributions in bed! (2)

Solution at back of magazine.

THE COMPILER APOLOGISES FOR SO MANY SHORT WORDS DUE TO THE INTRODUCTION OF PROPER NAMES

SO THEY WON'T TALK!

Taunt of member's son succeeds where Editor's appeals had failed

It was Sunday, 20th September, 1953, and even the sun voiced his eloquent approval of the august assembly of about 80 Lagondas at Croxley Green, by dazzling one from every polished radiator and windscreen, especially I suppose—TONY BURNETT'S, how he must work to pull it off each time!! Congratulations, Tony.

I think we all agree that it was an excellent turn out, but in view of the size of the Club, it surely deserved an even better attendance from our legions, and new voices at the "reading of the lessons" would perhaps have produced new interest and angles.

Much ground has been covered on "searching" for ways of attracting new blood and new ideas, and doubtless much more water will flow under the bridge before the answer is found, unless Dr. R.-W. can prescribe a potent remedy for apathy.

Those noble gentlemen who at present undertake so much for the Club, are to be thanked for their work, and what is more important, encouraged to continue in office.

The hardy annuals

"What do we want by way of sport?"

"What do we want by way of entertainment?"

"What do we want by way of competitions, etc.,?"

do not smite the ears with such a depressing effect as do the carefully chosen words of those officers in the act of tendering their resignations. After all, they are the very foundations upon which our construction stands, and I for one, wish that I could do something to help. Perhaps in a way this article will help the Editor, even if it only produces a "Press Battle!" This it might well do, since I am going to be bold enough to say that there are literally hundreds of members who do not deserve a copy of our "Quarterly", because they neither knit nor sew. They don't attend any of our meetings, and never write to the Magazine, but I suppose they still enjoy reading it, and allow

themselves a bleat now and then because the "regulars" seem to do things only in "their" own way.

I anticipate that some will say "and how often does *this* clot write for the Magazine?" The answer to that is plainly *seldom*, but it stands to reason that if *every* member wrote something only *SELDOM*, our Editor would at least have a fund of articles to draw upon and make the continuation of publication possible. Personally I feel that there are two possible (though I hope improbable) *potential* Lagonda Club calamities, which might prove a mortal blow to me, and goodness only knows whether many other members would suffer similarly; they are:—

1. The disappearance of the Quarterly,
2. The disappearance of that ray of sunshine, Ivan Forshaw.

His cheerful countenance and humorous anecdotes at the A.G.M. were as brandy to a dying Scot, methinks for many of us.

Surely even these two between them, make a little extra effort worth while.

After all, we were not clever in losing Arthur Fisher and his wife—were we?

It needs no testimonial from me, as to the valiant-hard work they both put in for you—and me, yet we permitted them to become so discouraged that they baled out.

Let's do what we can to keep their present equivalents happy in their positions. (Make them out to "G. P. W. Taylor", and don't bother about crossing them.—ED.)

Perhaps having a son helps in this direction; by which I mean that in writing this to help our Editor, I was more or less compelled to do so by my nine year old son.

You see he prevailed upon me to take him to the A.G.M., and as he had cut his teeth on a Lagonda con. rod, and had been weaned on Castrol XXL, and spent many a "nappy" thousand miles on the road in a Lag, I could hardly refuse to take him, could I?

I wonder how many more who went to Croxley Green, can say that they *really*

inspected every car as he did, and took the trouble to count every Lagonda, and every visitor "not of the caste" as well.

He did, and then listened with marked attention to the entire A.G.M. on which score he was to give me a profound jolt!

I was still in first gear as we were leaving, when Michael said, "Daddy, why doesn't somebody help that man to answer all those letters, and why don't *you*% write something for the magazine—surely you COULD?"

Which made me think that if every member present had had with him a junior capable of knocking at his father's conscience as my son did at mine, our Editor would perhaps have another 149 letters besides mine, and could be a bit "choosey" over publication.

Now all this brings me back to the point "So they won't talk." Why won't they talk?—why don't you dear reader, talk? May I venture to suggest that you may find the answer below, because in common with most mortals, even my own shortcomings were to be found under one of these headings (or more).

I believe the reason YOU won't talk is that :
Your "Lag" takes up all your spare time ;
You are too pre-occupied with family duties ;
You have started to write an article and got lost for words ;
You are afraid you will sound uneducated ;
You are afraid you will sound too pedantic ;

LONDON GARAGE "FIND"

A long-standing quest seemed ended when the Hon. Acting-Editorial 3-litre misbehaved the other morning. When taking a left-hand turn somewhat sharply in the wilds of Battersea, the engine continued running but we didn't! Ace Motor Co. of Adam and Eve Mews, near Kensington High Street Tube Station towed in and at the time of going to press are showing intelligent and sympathetic interest in the matter of fitting a new half-shaft etc. The two partners are most obliging, of Polish extraction, and do not work on modern, mass-produced cars preferring and understanding vintage and thoroughbred machines. Quite what we have been seeking for a long time . . . we hope.

You are afraid of your grammatical errors ;
You can't spell ;
You can't lower yourself to write ;
You can't elevate yourself to write ;
You do not know what is meant by prose, punctuation or punctuality, (but of course you do know all about punctures) ;
You can't be bothered to walk down to the letter box ;
You suffer with "Cherchez la Femme" on the knee ;

You are a dunce, dopey, or just plain lazy.

What's that, you don't like that last remark, and you'll "Show me". Alright—prove it—write off a snorter of protest to me (via Ed.) he's got the gloves !!

Do it NOW please, so we don't have an unemployed Editor on our hands, and by the way—when you write, will you say whether or not you think it would be a good idea for the Club to buy by contribution, a car of its own for competition work, to be driven by Club members in competitions, maintained by the Club (with perhaps help from David Brown) and entered wherever Lagondas are welcomed, and remember, if this comes to pass, *you* may drive it sometime !!

"Nemo mortalium omnibus horis sapit !!"

But Leo and Ivan Forshaw might have practicable ideas !!

JOHN HARDING.

THE CHRISTMAS PARTY

This function, the biggest and most successful social event yet staged by the Club, does not seem to have been deemed worthy of special reporting. This member was unable to arrive until very late, after the excellent film show was over, after the appetising buffet had been cleared, but in time to see presentation of Club awards to Duncan Westall, L. S. Michael, Peter Bartleet and others and a special plaque for Hamish Moffat commemorating his epic journey to the Cape in his 1923 11.9. The Bonnington Hotel proved convenient for over 120 members, some of whom, like Doug. Price, came many miles. Despite the "cut-price" tickets, expenses were covered. Good show! F. W.

Recommended port of call :

THE SADDLER'S ARMS

New Yatt, Witney, Oxon.

3 miles Witney A40. Map Ref.: 374,130

DOUG. PRICE (3-litre)

Welcomes you to a Free House

Fully Licensed.

MIXED GRILLS • SNACKS

FOR SALE

1933 16/18 Four Seater Tourer. Engine completely overhauled 5,000 miles ago, in excellent condition. New Tonneau cover and tyres, £230.—UNWIN, Topcroft, Bungay, Suffolk.

Houseboat suitable holidays, weekends. 20ft. pontoon professional conversion. Cabin headroom 6ft. 2ins. adequate stowage ; open rear-well with bench seats ; small

foredeck ; Anzani 4½ h.p. engine. 1st-class condn. Winter out of water. £80, no haggle.—REXFORD-WELCH, AMB 6887.

WANTED

Z-Type Gearbox Cogs urgently required.—DEAN, Meadend, Denmead, Hants.

Back Numbers of THE LAGONDA Nos. 1-8, good price paid.—Box No. 1, Editorial Office.

Shorthand-Typist volunteer to assist Hon. Acting Editor. Typewriter available.

Drophead Coupe Body for 3-litre, good condn. Cheap.—Box No. 2.

MISCELLANEOUS

Middle-Aged Club Member wants job urgently. Executive calibre. Will consider any occupation at reasonable salary.—Box No. 3.

£750 Capital required by Club member for interesting venture. Fully secured.—Box No. 4.

MUST SELL—Owner wishes he was going abroad. All prices f.o.b. Kingston Blount.

2-litre

S.S. chassis frame, 10/-. S.M. h.c. chassis frame shortened 1' 4¼", 30/-. Blower engine h.c. pistons 14m.m. head complete less blower, £25. Back axle fitted with new 42×10 cw./pn., £20. Back axle fitted servicable 49×9 cw./pn., £7 10/-. Front axle h.c. including king pins, £2 10/-. High rad. rechromed and cored, £7 10/-. Gearbox close ratio fair c., £7 10/-. Unused rebuilt oil pumps, £5 10/-. Unused rebuilt starters and dynamos circa, £5 each. Blower crankshaft, 30/-. Laystall lined brake drums, 30/- each. Special valve tool, £1.

Tyres and wheels

600×21 covers, 2 as new, £5 each ; tubes new, 10/-. 4.75×21 cover unused rebuild, £3, Rims, 3 21", 12/6d each, Rudge wheels 42m.m. hub 21" single side spokes, 30/- each.

Miscellaneous

Lamps P100, P80, and C.A.V., Mags. various 4 cyl. rebuilt from £7 10/-, 4½ Steering box and col. £1, Armstrong preselector box (with 2nd for spares) £7 10/-. Pair aly. aero seats, £3, pair Derrington aero screens (glass cracked) £1.

Some of the above pieces are to be off was what my shortened chassis 2-litre which alternatively may be towed away as found for £50 by anyone bringing their own wheels.

A. JEDDERE FISHER, Apsley Cottage, Kingston Blount, OXON.

SOCIAL MEETING IN THE CHILTERN

Maurice Leo has organised what he describes as a Map-reading Ramble in the Chilterns, which will provide a modicum of mild competition and social gathering at little cost.

DATE: SUNDAY, 25th APRIL, 1954

START AND FINISH: KING'S HEAD HOTEL, HOLTSPUR
on A40, 1½ miles Oxford side of Beaconsfield

OFF: 2 p.m. **ENTRY FEE:** 5s.

SCHEME: A pleasant tour in lovely country involving simple map-reading only. Course not more than 50 miles. **BRING MAP O.S.159** for finding your way.

ENTRIES: To Hon. Comp. Sec. now or on the day.

SPECIAL NOTE . . . When a member goes to the trouble of laying on an event entirely on his own, as Maurice Leo has done in this case, he deserves support as a mark of appreciation of his kind efforts. If you possibly can, will you please come along for what will prove a pleasant afternoon's motoring.

LAGONDA CLUB CROSSWORD SOLUTION

Across—7. T.D.C. ; 9. Idol ; 10. Toil ;
12. Moet (et Chandon) ; 13. Demi ; 14. Bob
Wright ; 19. Une ; 20. Jaguar ; 21. Rd. ;
24. Re ; 25. Audsley ; 28. U n ; 29. Meteor ;
31. & 1 across. Rexford-Welch ; 32. P.S.

Down—1 and 22 across. Wilbur Gunn ; 2.
Edmund ; 3. Loo ; 4. Clew ; 5. Hat ; 6.
F.T.D. ; 7. Toe ; 8. Dim ; 11. Litres ; 15.
Bendix ; 16. R.A.-(pier) ; 17. Gun ; 18.
Hartop (Hard-top) ; 23. Net (ten) ; 26. Une ;
27. Leo ; 28. Ur ; 30. Ed.

STOP PRESS

A 'PUB MEET' with ASTON-MARTIN OWNERS' CLUB has been arranged for WED. 12th MAY, 1954, at 8 p.m. at The Anchor, Shepperton.

OUR DIARY NOW READS


FRIDAY, 23rd APRIL : Pub Meet, Shakespeare Head, Great Marlborough Street, Oxford Street, W.1, 6.30 p.m. (Basement Bar).

SUNDAY, 25th APRIL : Chilterns P.S.A. King's Head, Holtspur, Beaconsfield, 2 p.m.

WEDNESDAY, 12th MAY : Pub Meet with Aston-Martin Owners Club, 8 p.m. The Anchor, Shepperton.

SATURDAY, 22nd MAY : Lagonda Club Southern Rally, details in postal bulletin.

SATURDAY, 29th MAY : 8 Clubs Silverstone Meeting. Details in postal bulletin.

 SATURDAY, 26th JUNE : Lagonda Club Northern Rally.

All these events are suitable for all members whether their cars are vintage or post-war.