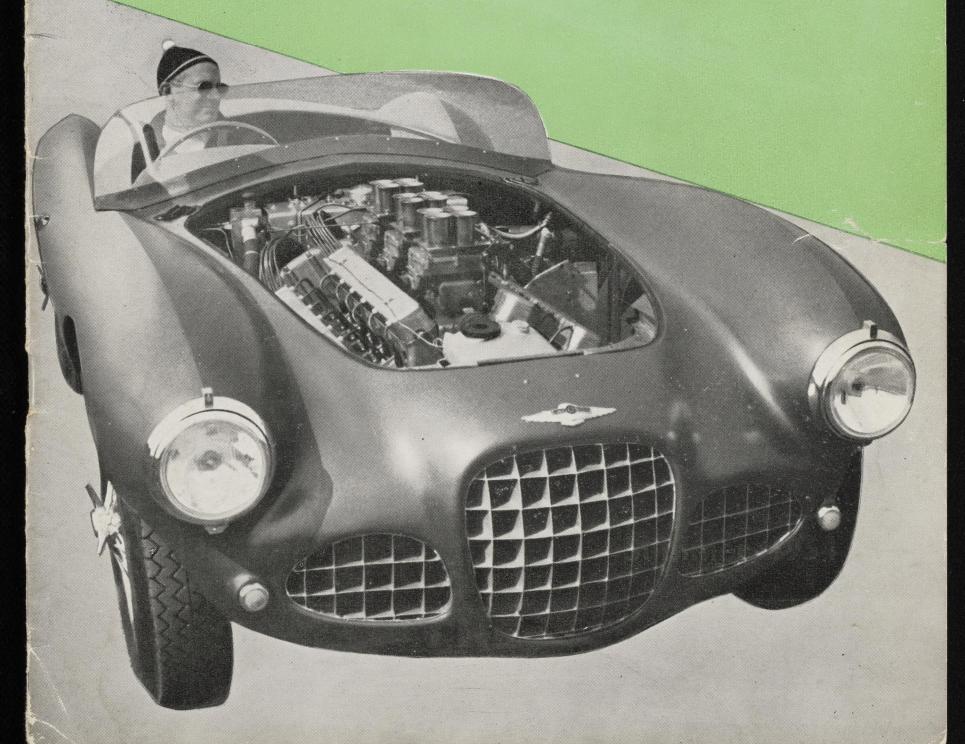
No. 13

Summer 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.

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Hawthorne Lodge Bungalow,

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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

Editor: Francis Winkworth, Thark, Albany Reach, Thames Ditton, Surrey.

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OUR COVER PICTURE shows the new V12 4½-litre Lagonda at the hands of Mr. David Brown. Part of the bonnet is removed to reveal the interesting power unit. Photo by G. Alan Roberts. Blocks by generosity of Lagonda Ltd.

## DISAPPOINTMENT

An Editorial was originally written with the heading "Good Luck" as this issue was planned for publication before Le Mans. Unfortunately, circumstances beyond the Editor's and the Printer's control have delayed press day. Our good wishes for success of the new V12 Lagonda in the Le Mans 24-hour race would now have been both late and sardonic. After a promising debut at Silverstone, the early retirement of the Lagonda due to human, not mechanical, failure is a great disappointment. That high hopes were set on this entry was not so much an expression of confidence in the machinery, brilliantly designed though it may be, as the desire to see a famous name once more make good. And although disclaimers may protest that the new V12 is not related to the pre-War V12, nevertheless the past glories of the marque in Continental racing and home events can never be disassociated from the name Lagonda.

#### CLUB PRESTIGE

The Bentley Drivers Club have offered to include a special race for Lagondas only in their forthcoming Silverstone meeting. It would be a great pity if insufficient support should compel the Club to decline this honour. As speed is not a *sine qua non*, all readers are urged seriously to consider entering this unique event.

## **IMPORTANT**

## REGISTER OF CARS

It has been decided to compile a new register of members' cars and Bill Hartop, Keeper of the Club Photo Album, has undertaken the task. The new register will be of value and interest only if EVERY car is included. Will

## **ALL MEMBERS**

please help by completing the postcard enclosed with this magazine and posting it to Hartop as soon as possible.

## WHY NOT DO IT NOW?

## L-PLATES ON LAGONDA

The surprise of the Driving Test Examiner was so great when Freda Roberts turned up to take her test in a 16/80 (borrowed from Peter Sargent) that he passed her right away.

To celebrate, Freda borrowed the 16/80 again next day and drove to the Derby where she won 3s. 6d.

## MUSICAL BOX?

Wendy Watson, sister of Peter Bartleet, has acquired the ex-George Standley 3-litre Maybach-gearbox Saloon. Both she and husband A.G.W. have already used all twelve gears, though not necessarily in the desired sequence and by carefully concentrating on the fingering, can play "Show me the way to go Home" without looking at the music. Members will recall that the Maybach box was very fully described, with diagrams, in our pre-antepenultimate issue.

#### BENTLEY DRIVER'S FURY

It is related that our last issue was passing from (admiring !!) hand to hand in a certain hostelry some weeks ago when Geoffrey Allen's superb "Bentley" cartoon was seen by a member of the B.D.C. On recovering somewhat from his apoplexy, he swore this insult would not go unchallenged and that a "suitable" letter would promptly be sent to your Editor who has since waited restlessly and apprehensively—but in vain! Apparently B.D.C. members, like our own, are either illiterate or pen-shy and this dirty dog's bark was worse than his bite!

## STRONG SCENT OF 3-LITRES

In the small Corporation Car Park in Eden Street, Kingston-on-Thames, Surrey, three 3-litre Saloons may often be seen parked at the same time. The battered Editorial hack bows graciously to a vintage 3-litre of unusual body and nods acquaintance with a post-Vintage model which is now resplendent with a new Club badge. To find three Lags. in one car park is surely very rare . . . to find three 3-litre saloons is a chance in . . . how many?

## A LAGONDA

## "NEWMARKET TOWN PLATE"

With more and more driving members of the "gentler sex", the intriguing and obvious question is "What about a Ladies' Trophy Race or Handicap?" With the names of Miss Mendes and Mesdames Walters, Watson and Roberts appearing in our pages, as well as any others who have not yet attracted editorial attention (and, of course, Miss Angela Brown, daughter of Patron David Brown, who might even bring along the new competition V-12!!) a Lagonda counterpart of the famous Newmarket Town Plate of the horse-racing world becomes a practical possibility. What about it ladies?

## JOKE THAT MISFIRED!!

Among the many Lags, and the lesser breeds parked outside the Ferryboat Inn, Cookham-on-Thames, on the evening of the Southern Rally, was a small 4-cylinder Bugatti. Its owner, a silly young man who wore the legs of his trousers tucked into his yellow socks, made himself generally known later in the evening by shattering the peace with a session of unnecessary and wild revvingup in an attempt to start up, followed by some even wilder backward and forward rushes as he extricated himself and his protesting ironmongery from the crowded car park and disappeared somewhat dicily over Cookham Bridge. One or two of our members who expressed a modicum of disgust at this ill-mannered exhibition were positively infuriated when, a short time later, the Bug. returned just as noisily.

As darkness fell, Bugatti and driver, again at point of departure, once more became the centre of attraction. But there was no earsplitting revving-up this time. Frantic pumping at the dashboard—wild cranking at the front end—enlisted help to push erratically at the back end! The result?...a series of splutters, loud "phuts" and flatulent misfires on the part of the Bug.—suppressed smiles on the faces of certain of our members. The Bug. was last seen disappearing in the darkness towards Maidenhead, propelled as fast as several volunteers could run and push at the same time and still emitting splutters and phuts and other evidences of misfiring. It was obvious even to the most inexpert (not including the mannerless Bug. owner) that the firing order was amiss. But how come? Changed-over leads? No, not as simple as that!! Surely not! But who?

## BARTLEET EXPANDS

The Editor is pleased to print, exactly as received, the following news item contained in a letter from a member.

"Peter Bartleet has become a father of an 8 lb. baby—can you put this in? He owns a high chassis 2-litre, a huge dog, a wife and has poor night vision."..

## FISHY STORY OR LAGS, AT WORK

It is reported that a Lagonda Saloon may frequently be seen at six o'clock in the morning among the fish vans at Billingsgate Market and that one of the famous Billingsgate porters carefully packs several stones of fish into zinc trays specially made to fit the back seat and prevent odiferous contamination of the chariot. Also seen has been a cream 16/80 Utility with an F(Farmer's) Licence parked outside the Tower of London within two yards of a scarlet-coated Guardsman on sentry duty at the same early hour.

## SCARLET WOMAN NOW KEPT BY OVERY

Chairman Bob Wright has sold his famous red Rapide (the Scarlet Woman) with which he has scored many notable trials successes and f.t.d's. New owner is D. D. Overy who has been a Club member for a very long time; he is still keeping his  $4\frac{1}{2}$ -litre drop-head coupé.

# THE NEXT ISSUE will be published EARLY SEPTEMBER

Members should send contributions and photographs for publication in the Autumn issue as soon as possible and certainly not later than the end of the first week in August.

Likewise advertisers!

PLEASE ACCEPT THIS, THE ONLY INTIMATION

## LETTERS TO THE EDITOR

# IN YOUR OWN HOME FOR ONLY £5 DEPOSIT???

27th May, 1954.

Dear Sir,

While having a drink after the Southern Rally, I happened to say to a friend that I would like to be able to have a look at the Lagonda Club photo album at home, rather than on the back of a car during some rally, where its examination must needs be somewhat fleeting. You, Mr. Editor, overheard this remark and commanded me to write a letter to that effect!

While realising the difficulties involved, I wonder if it would be possible to borrow this valuable and irreplaceable volume against a deposit? I find in an old copy of the LAGONDA REGISTER NOTES that it was possible to borrow the Register photograph album under the following terms:—

i. Borrower to pay registered postage each

ii. To deposit cheque for £5.

Register and to be payable to the money, postage, etc. This cheque will be returnable on receipt of the album.

iv. Album must not be to retained more than 7 days (although I think 2 or

3 days enough).

I am sure that there are many members who would take advantage of some similar

scheme if it were possible.

I would like to express appreciation of the Club magazine and to thank all those who put so much effort into producing it. The article in the last issue about "Some Big Sports Cars of the Thirties" being one of the most interesting that has so far appeared.

Would it be possible to lay on a "pub" meet some evening in the South-West? I would suggest the New Forest area where there are some good pubs. According to the distribution map of members recently published there is a good concentration in the

Southampton area within easy reach of the New Forest. It should be worthwhile as, many, like myself, find near-London pubmeets too far to attend, and would welcome an opportunity to see and talk Lagondas nearer home. I should think that it ought to be possible merely to name a pub and a date in the magazine or other communication and leave it at that!

I cannot conclude without thanking the Spares Registrar, Ivan Forshaw, for his wonderful service, both in technical advice and his ability to produce all the parts one asks for. My present Lagonda, and the last one I owned, both had a formidable list of broken and missing parts when bought, and he has produced the lot.

Yours faithfully, JAMES GILBEY.

South Cadbury, Yeovil, Somerset.

Any enthusiasm or suggestions from other members in the South-West ?

5th May, 1954.

Dear Winkworth,

I have only just received No. 12 THE LAGONDA... may I say how very good it is.

As to "Wither the Club?", the answer to the lack of response to all appeals is "apathy"—the same ill that besets the political scene. But there is a point to remember that the old Register was highly successful in its way and was all that many members required. It gave a few good events, costing very little to run, and was almost a perfect example of the one-make register, as opposed to Club.

It is ill-advised of me to start this hare, however, as I played a large part in the amal-

gamation of Car Club and Register.

Yours sincerely,
DENNIS KING,
(ex-Editor.)

Linkside, Colchester Road, Harold Wood, Essex. 4th May, 1954.

Dear Sir,

The arrival today of the latest copy of THE LAGONDA gave me much pleasure; I

had begun to fear the worst!

Your letter and the article "So they won't talk" have given me food for thought. Although it is not altogether fair to chastise all of those who, for various reasons, have not been able to take an active part in the activities of the Club, it is evident that we will have to do more to help; especially as regards the magazine. It would indeed be a blow if the Club withered away; some or other of its activities would be missed by all of us. In any case it is enjoyable to read about the fun fellows have even if one is not there.

Furthermore, we have the benefit of the spares service so well run by Forshaw. I wonder if any of the other Clubs have any-

thing as good?

Perhaps those who run the Club expect rather too much from human nature and become disappointed in consequence. I have found in other connections that it is somewhat difficult to combine enthusiasm with philosophical resignation and, upon reflection, I vote for enthusiasm.

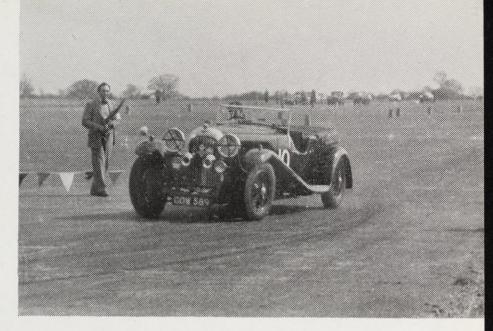
The Club is an addition to British Life i.e. it enriches Life; it is centred upon a motor car of excellent quality in an age of too much of the other stuff and it obviously gives a great deal of enjoyment. Therefore, those who run it should not lose heart.

Somewhere in the magazine it is stated that there are not many new "2.6-Litre" members and, would you believe it, that there is in some quarters, hostility towards them. Well, in my opinion this intolerant attitude is closely akin to the feeling one gets upon observing a deliciously beautiful girl with another fellow (this before I was married).

In conclusion I should like to agree with Hartop about brandy for a dying Scot and to disagree with Harding about screw-threads.

Yours truly, J. S. W. GRAHAM.

6 Dominic Road, Liverpool, 16.

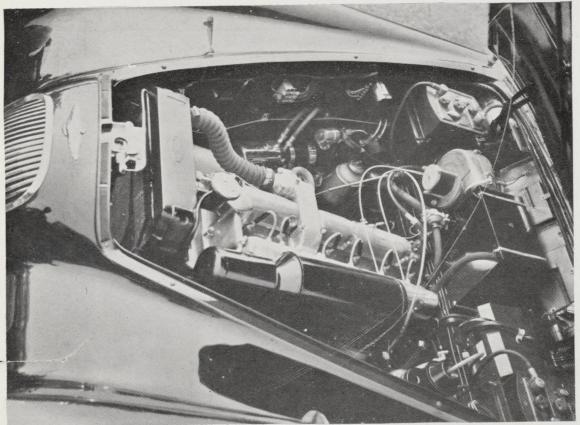


Don Roberts driving a  $4\frac{1}{2}$ -litre Lagonda in the steering test, VSCC Pomeroy Trophy, Silverstone. Block kindly lent by the Editor of the "VSCC Bulletin".



"Me? I'm helping Daddy decarbonize."







## The Duke's Lagonda

H.R.H. The Duke of Edinburgh took delivery of his 3-litre Lagonda when he returned from the Royal Tour of the Antipodes. Members will appreciate the kind permission of H.R.H. to include this short illustrated description.

The car is a standard new 3-litre Lagonda powered by a six-cylinder twin overhead-camshaft engine (83×90 m.m. 2,922 c.c. compression ratio 8.16 to 1. 140 b.h.p. at 5,000 r.p.m. Maximum torque 166 lb. ft. at 2,500 r.p.m. 4-bearing crankshaft) and has independent suspension for all four wheels. In-board rear brakes are mounted each side of the final drive casing. Both front and rear bumpers are attached by telescopic rubber mountings.

Special non-standard features include Radio Telephone, (the hand microphone can be seen in the bottom photo); electrohydraulically operated hood giving two positions; central ("floorshift") gear lever which permits trafficator control under steering wheel in place of the normal gear change; arm rests on the front seats instead of on the doors; swivelling air vents.

As recorded in our last issue, the colour of the body and the leather-covered dash is Edinburgh Green, a very attractive dark green, while the plastic hood and the seats and carpets are grey.

The car bears no Royal Crest (nor Lagonda Club badge!) but Tickford's have theirs on the side of the bonnet. The index number OXR 1 is not a special one but is an ordinary London County Council registration number.

The Club congratulates the Duke on his choice and discrimination, and members, sharing the same pride of ownership and association with the marque, wish H.R.H. much enjoyable and exciting motoring with this fine car.

THE STORY OF Lagondas at Le Mans begins in 1928 with a team of three 2-litres. These were standard high chassis cars, tuned, and slightly lightened. A special double butterfly in the induction system was reputed to have been experimented with in order to retain turbulance(!) at cut-off but it is probable that this was abandoned before the race.

In the entry list the Lagondas stood as

follows:-

No. 15. Sir Francis Samuelson and F. King.

No. 16. Baron Andre d'Erlanger and W. D. Hawkes.

No. 18. Clive Gallop and Hays.

Against them in the 2-litre class were 2 Italas, one driven by Robert Benoist, and 2 S.A.R.A's but, in all, there were only 33 starters. The course was very rough indeed by present standards and extended right down to an acute hairpin at la fourche de Pontlieue only just

outside the town of Le Mans itself.

The account of the race, as affecting the Lagondas, is all too brief to tell. The 13th lap was an unlucky one for Samuelson who overlooked it at Mulsanne and charged into the sand. Then, whilst he was trying to get out, d'Erlanger ran into the back of him, fracturing his own off-side dumbiron and slamming Samuelson back into the sand. Things were said that had not been heard between French Baron and English Baronet since the siege of Rouen centuries before. d'Erlanger disconnected his front brakes and continued, apparently unperturbed, but when Samuelson eventually freed his car and got it round to the pits it was too damaged to carry on. The third car started well enough and was running in 8th place but retired with engine trouble after only 23 laps had been completed.

## **Epic Drive—Epic Drivers**

Despite all these misfortunes the d'Erlanger-Hawkes car ran on through the evening. As the drivers began to tire they forgot the state of the front end and began to go faster. All through the night the engine never missed a beat. By morning they were running 10th, but later in the day the damaged dumbiron came adrift altogether. Quite undeterred the

## LAGONDAS AT LE MANS

An historical account by "16/65" of the entries of the marque which may cause consternation in some quarters by de-bunking claims for cars as "Le Mans" machines.

car was driven to finish and by 4 p.m. on the Sunday, it had completed no less than 2,178 kilometres at an average speed of 54 m.p.h. Benoist's Itala finished ahead as did a little Salmson, but the only surviving S.A.R.A. was behind. The Lagonda came 11th out of 17 finishers. What an epic drive! What epic drivers!

## Financial Trouble Intervenes

For 1929, Pontlieu corner was cut out. The course turned hard right a couple of hundred metres before the Fourche then shortly right again on to the road to Mulsanne. Lagondas planned to run another team of three cars; these were to have been prototypes of the low chassis model. Alas, financial troubles intervened, and in the event the only starter was a similar car privately ordered and entered by Rose Richards and to be driven by him and Brian Lewis. This car which was later to have a most successful career at Brooklands both in the hands of its first owner and later with R. R. Jackson, made a most unhappy debut. In the words of the official history; "Le Lagonda fut victime du mauvais sort à la suite de rapture d'un joint d'échapement". Which joint of echapement it was, I do not know. I trust that I never shall be told, for it always pleases me to imagine that this was the first recorded failure of the diabolical bronze ring which was supposed to hold on to the cast iron exhaust manifold. All this before 500 kilometres were run.

In the years that followed money was even shorter. Only Dorothy Paget's generosity enabled Bentley to carry on and that, for but one year more. No Lagonda ran at Le Mans until 1934. In that year, Lord de Clifford entered his Rapier special, to be co-driven by Charles Brackenbury. The car was linered down to 1080 c.c. to bring it into the 1100 c.c. class along with Riley, M.G., Amilcar and Salmson. Unfortunately, the Riley was to the Rapier what Wellington, on Gilbert's judgment, was to the House of Lords. While the former was achieving the classic of success, all six finished and scored 1-2-3-4-9-11 on Index, the latter "Did nothing in particular and did it very well". That is to say, while it stopped for nothing more serious than the routine replenishments, it managed on the improved course, that, by then, included the new road through to Tertre Rouge, to clock only 21 kilometres further than d'Erlanger and Hawkes with the crippled 2-litre six years before. It was said at the time that it was only trying to qualify for the next year's Coupe Biennale.

## The $4\frac{1}{2}$ -litre Entries for 1934

And so to 1934 when the aforementioned Rapier did not run but Messrs. Fox and Nicholls entered two of the three  $4\frac{1}{2}$ 's which they had prepared so successfully for the previous year's T.T. These cars had been purchased from the makers as standard M45 chassis with the 10 ft. 6 ins. wheelbase. After stripping them down completely, Arthur Fox had them very carefully rebuilt. The servo brakes were replaced by Girlings but, apart from that and leaving off such non-essential items as automatic chassis lubrication pipes, no alterations were made. The bodies were ugly compared with the classic line of the standard M45. They had no running boards, cycle type wings, rather like square cut front doors, a brace across the body behind the front seats and a bulboid fairing to encase the spare wheel. The engines were modified in a manner that was to be the basis of the later Rapide series and had a compression ratio of approximately 7 to 1. In Le Mans

form, a straight cut 3.14 to 1 back axle was used; the weight was about  $27\frac{1}{2}$  cwt. and the engine said to deliver in the neighbourhood of 150 BHP. Car No. 4 was to be driven by Hindmarsh and the South American Fontes, the other, No. 14 by Dr. Benjafied and Sir Ronald Gunter.

The Lagonda First Away

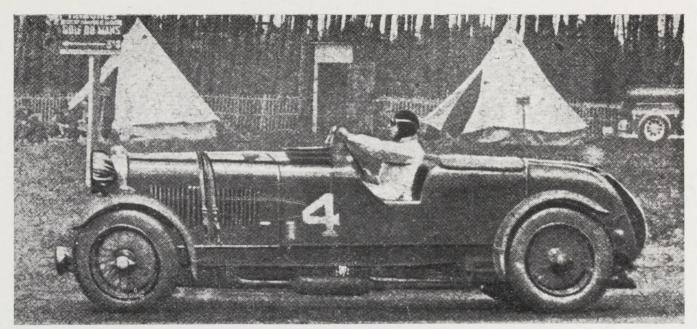
Since the last victory of Bentley in 1930, the Grand Prix d'Endurance had been won each year by Alfa Romeo and for 1935 they were represented by four straight eight blown 2.3's driven as follows:—Howe-Lewis; Heldé-Stoffel; Sommer-de Sauge Chinetti-Gastard. French hopes rested mainly on the type 50 Bugatti (4958 c.c.) entered by Labric and Veyron, while Prince Nicholas of Roumania brought a 7-litre Duesenberg. The morning of the race was wet and foul. The afternoon no less, but the rain ceased before the 4 o'clock start. At the fall of the flag, Lewis, Chinetti and Hindmarsh were the first away, but at the end of the first lap the Lagonda had been passed by Sommer, Prince Nicholas, Heldé, and Veyron.

At the end of one hour the Alfa Romeo's were 1-2-3 in the order Chinetti-Sommer-Heldé with Hindmarsh 4th, but already the Lewis/Howe car had had carburation troubles and soon Chinetti came in to remove a rear hub and inspect the brake linings. Next in to the Alfa pit was Heldé, but he was soon off again after his front shock absorbers had been adjusted. Thus after 2 hours the order was Sommer in front, nearly 3 minutes ahead of Hindmarsh, with Veyron just behind, 3rd. Before long it began to rain again and the field became bunched when Elwes overturned his Aston Martin.

s Aston Martin.

The First Pit Stops

After the regulation 24 laps the cars began to come in for their first refuelling stops. Sommer was to receive the news that his codriver was ill and so he must continue alone. His stop took over 2 minutes as did that of the Duesenberg, but Veyron handed the refuelled Bugatti over to Labric in only 1½, so it left the pits just ahead of Fontes in second place.



The Fontes/Hindmarsh Lagonda in the 1934 Le Mans Race. Photo by "The Motor".

Sommer evidently decided to build up a lead whilst he was still relatively fresh and although Fontes repassed Labric the Alfa pressed on to a lead of over 2 laps before dark. The other Alfas were once more au point, and both Howe, who put up the fastest lap of the race at 83.75 m.p.h., and Heldé passed Veyron and began to overhaul the Lagonda. At 9.00 p.m. the order was:—

1. Sommer (Alfa-Romeo), 58 laps, 5h. 56m. 4s. (av. 81.87 m.p.h.)

2. Hindmarsh/Fontes (Lagonda), 56 laps, 5h. 53m. 47s.

3. Heldé/Stoffel (Alfa-Romeo), 56 laps, 5h. 57m. 34s. Followed by Howe, Veyron and Benja-

The 1,000 kilometre mark was passed before midnight with Sommer still ahead but very shortly afterwards he jerked his way into the pits for a stop of half an hour while a choked petrol pipe was unblocked and Hindmarsh took the Lagonda into the lead. This was the first time that the marque had been in such a position in a Continental road race since 1902. The race situation was still very fluid. First the Bugatti gained the lead from the Lagonda, then Brian Lewis stormed passed them both, so that by 2 a.m. no less than five cars, all of which were still going strong, had held first place. Formidable!

The course, especially at Arnage, was cutting up badly, and very soon Lagonda No. 4

pulled into the pits with the lamp glasses broken by stones despite the wire mesh guards. The Fox & Nicholls organisation was equal to the emergency, and Arthur Fox had celluloid covers ready to fit over the headlights. However, when the Lagonda got going again, it had dropped to 4th place and by half way, 4 a.m., the order was:—

1. Howe/Lewis (Alfa Romeo), 113 laps, 11h. 55m. 25s. (av. 79.45 m.p.h.)

2. Veyron/Labric (Bugatti), 113 laps, 11h. 57m. 43s.

3. Heldé/Stoffel (Alfa-Romeo), Followed by Hindmarsh, Chinetti, Benjafield and Sommer.

Or put another way: Alfa Romeo, Bugatti, Alfa Romeo, Lagonda, Alfa Romeo, Lagonda, Alfa Romeo. Not bad! All the main competitors running, except the Duesenberg, but Sommer was to fall out almost at once. Throughout the night it rained intermittently, but the excitement was so intense that a huge crowd watched on through the darkness. The lights of the cars shimmered on the wet road and as they swung through corners the beams cleaved a passage between pallisades topped with a semmingly endless pattern of intent glistening faces. The crowd was hushed, but behind the patter of rain through the pine trees, the garish din of distant dance music mingled with the rising exhaust note of a car as it accelerated up the hill from Mulsanne corner. Suddenly a restlessness was in the air, a murmur of voices, a movement of arms on top of the pallisades; the Bugatti was overdue. The raucus loudspeakers blared out some trivial news and the murmuring increased. The shrill note of the Alfa Romeos chilled the hearts of all Frenchmen as they passed screaching joyfully into the distance. The next announcement rent the dawn air; "Hellohello; la voiture numèro deux, Bugatti, a terminée sa course. Elle a abandonnee à la suite d'une rupture de couronne du pont arrière. C'est la voiture numèro onze, Alfa Romeo, qui prend le commandment". It was 4.14 a.m. and the sea of faces began to thin.

For those who remained the excitement was by no means over. Dawn came and with it once again the music on the loudspeakers dramatically stopped. A pause; silence;

then :—
"Hellohello; la voiture numèro onze, Alfa
Romeo, a terminée sa course.

Maintenant a cinq heures: Premier; voiture numèro douze, Alfa Romeo.

Deuxieme; voiture numèro quatre, Lagonda.

Troisieme; voiture numèro quatorze, Lagonda.

Quatrieme; voiture numèro vingt neuf Aston Martin.

Cinquieme—sixieme—septieme—"

## Lagonda Temporarily in Lead

By 8 a.m., three-quarters distance, the first Lagonda ran into a temporary 90 second lead whilst Heldé handed over to Stoffel. For some time the other car had been having trouble in the gearbox and Dr. Benjafield, now running in top all the time, was falling back and intent only on qualifying for next year. The road where it was not cut up, was very slippery indeed and about 15 m.p.h. was all that most drivers were managing out of the final righthander at Arnage. When No. 4 came into change all four wheels, the Alfa went once more into the lead and throughout the morning was lapping just a shade faster than either Hindmarsh or Fontes could manage.

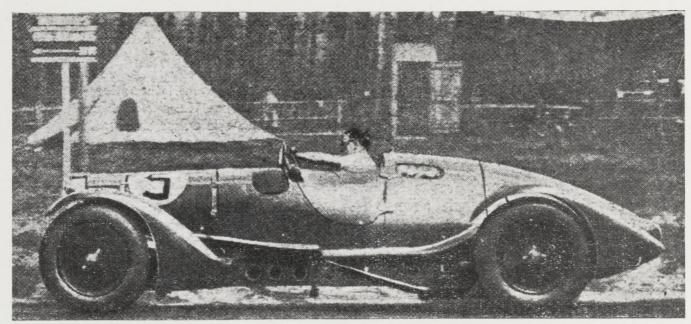
With but three hours to go, the Alfa came in for its last replenishment stop. Here it was discovered that the radiator was leaking and the rules did not allow of another stop to fill up. Frantic work in the Alfa pit. Soon the hole was plugged and Stoffel tore back into the race with both the announcer and the official scoreboard indicating that he was still in the lead. In fact Hindmarsh was three minutes in front of him. The finish was a sensation. Too late it seemed the Frenchman's pit realised their mistake "FASTER" signals were frantically displayed. Then Hindmarsh indicated that he wished to come in and change a wheel. What if the hub sticks? Only three minutes to play with! All goes well, and he is away in 30 seconds. Stoffel realises that he cannot make up the time and comes in to look at the radiator and hand over to Heldé. Four o'clock! As the Lagonda wins, Heldé is battling with the loose stones at Mulsanne. Victory is ours. and to make it more complete, the second car finishes in 13th place and qualifies for next vear.

Next year! alas, there was to be no next year. The strikes all over France caused the race to be abandoned and the two cars which Fox & Nicholls had prepared for it ran in the French Grand Prix instead.

1936 Coupe Biennale qualifications carried over to the next year. Although two cars thus qualified, Arthur Fox was no longer able to continue supporting a racing programme, and only one, to be driven by Hindmarsh and Brackenbury, was entered. No Lagonda has ever finished in the two year event and this year nothing went right. There is nothing of interest to report. For the record one must look amongst "Non classes et abandons" No. 3 Lagonda retired when 39th on its 30th lap (404Km.760).

## Influence of W. O. Bentley

No Lagonda ran in 1938, but W. O. Bentley joined the board of the company and it was due to his influence that a decision was made late that year to run a factory entry for the next. Thus Lagonda Ltd. became the second English firm to enter a car with the



Charles Brackenbury driving the V12 Lagonda at Le Mans 1930. Photo by "The Motor".

hope of winning the Grand Prix d'Endurance. The only other was a Bentley in 1925–1930. The plan for 1939 was to use the car as an experiment to collect data for an all-out effort in 1940. Preparation was, of necessity rather on the hurried side; the more so as Lord Selsdon decided late in February to enter a sister car to be driven by himself and Lord Waleran. In fact three chassis were prepared, the last to be given a saloon body and used to attack the long distance records at Montlhery.

## Safe 6,000 r.p.m., 210 b.h.p.

The design of the cars was under the direction of Mr. Ivermee, W.O's. chief engineer. Starting with the short chassis V12 as a basis, the weight was reduced from 29 to 27 cwt. and an offset windcheating body designed. The breathing of the engine was much improved by using a fourbranch manifold and four downdraught SU L4 carburettors. Mr. Laurence Pomeroy giving a pre-race review in *The Motor* estimated that the engine would run safely up to 6,000 r.p.m. and produce something in the nature of 210 b.h.p.

There was great speculation as to who was to drive tha work's car. An early tip was Seaman and Howe, but Mercedes were said to be being difficult about the former and the latter was appointed official R.A.C. Observer. Finally the choice fell upon Dobson and Brackenbury and when the flag fell on June

17th, it was Dobson who got away in front of the whole pack at the start. A Lagonda in the lead again after a gap of 24 hours less than four years.

The experimental nature of the exercise was rigidly adhered to. "W.O." himself stood on the pit counter to see that it was so, and 5,000 r.p.m. was the maximum allowed in the gears. Thus it was that after one hour, whilst Louis Gerard's Delage was racing away nearly a minute ahead of the detuned Grand Prix Delahayes of Mazaud and Paul, Wimille's type 57SC Bugatti and the Darracqs of Chinetti and Hug, Dobson was 12th and Lord Selsdon 19th.

## Gruelling Pace Tells

The pace was killing. By midnight, Heldé's Talbot and Paul's Delahaye had fallen out and two hours later, Mazaud caught fire, so that the Lagondas became 6th and 7th. By 8 a.m. Chaboud's Delahaye had retired; then Mathieson crashed the Chinetti Darracq when it threw a tread at Mulsanne and Hug disappeared on the same lap. The Lagondas became 3rd and 4th.

## Raised Hopes Dashed

There were no excitements during the morning. The Lagondas lapped steadily at 87 m.p.h. Then, suddenly, near mid-day the flying Delage came into the pits with mechanical ennui. Wimille immediately speeded up his Bugatti to lap at 94 m.p.h. and passed the

stationary Delage. The Lagondas remained at 87. Then the Bugatti stopped whilst Wimille did some tuning out on the Mulsanne straight. Could the unexpected be going to happen? Alas, no. Both the French cars got going again, and at 1 p.m. Sunday the position was:

- 1. Wimille/Veyron (Bugatti), 219 laps
- 2. Gerard/Monneret, (Delage) 217 laps
- 3. Dobson/Brackenbury (Lagonda), 208 laps
- 4. Selsdon/Waleran (Lagonda), 208 laps Followed by the three remaining B.M.W's. at 206, 204 and 201 laps.

During the final stages the Lagondas, as steady as ever, closed a little on the Delage, as did the first B.M.W. on the Lagondas, but

the order did not change. Both the Lagondas exceeded the winning distance of the year before. Neither engine was extended. Neither chassis (so 'tis said) would have retained its perfection much longer.

The qualifications for the next race were taken over by Aston Martin after the War.

What has happened to all these Le Mans Lagondas. The 1928 car (DK9204), is still with us. Mr. Douglas Hull, to whom I am indebted for the information on the 1935 cars, is rebuilding the Hindmarsh/Fontes car and another of the three T.T. cars is in good hands in America. One of the 36 French Grand Prix cars was cut up by Goodhew and all the V12's are accountable but where are the rest? Any information to be gladly received by the Editor.

## SECRETARY'S NOTES

IT HAS BEEN suggested that members should be told a little more from time to time about what the Committee is doing on their behalf, and in fact, what goes on during the long periods between magazines.

I can report that your Committee meets faithfully once every month and a fairly full agenda is discussed every time. Some of the results of our labours are already visible and others are reported fully under their proper headings in the magazine.

The more interesting items are :—

Membership

From the beginning of the year until the end of May, 50 new members have joined; a great number have already appeared at the social and competitive events and have quickly learnt the art of finding the owner of a similar model to commiserate with. Total membership is 530.

Equipment and Awards

Charles Long, the well-known breaker of 2-litre gear boxes, who has recently joined the Committee, has taken over the care and control of the equipment used for sporting events. The aim being to raise the standard of equipment used and to this end he has fabricated quite a lot in his own works. This was first

on show at the Southern Rally and very nico it looked too.

This year, funds permitting, it is hoped to standardise and improve the awards given for the various events and present them all together with the annual challenge trophies at the prize giving and party at the end of the year.

## Future Programme

The pub meets have been very well attended and the joint meeting with the Aston Martin Owners Club at Shepperton, produced about 25 Lagondas and 1 Aston Martin which must prove which is the superior car! These pub meets will continue and the next one is advertised elsewhere in this magazine.

The Competition Secretary will say more, no doubt, about his side of the job, but in addition to our own events we have received several invitations to take part in Rallies and Race Meetings and all support possible is necessary if we are to continue to get these invitations. Apart from giving the members plenty of enjoyment they do show the Lagonda off to the world at large.

It is hoped to put on one or more extra events ourselves over those already on the programme.

M.H.W.



## LAGONDA RETURNS TO RACING

Reg Parnell driving David Brown's new  $4\frac{1}{2}$ -litre V12 Lagonda at Silverstone, level with the Type C Ecurie Ecosse Jaguar of Ninian Sanderson. Reproduction of this photograph and block is by permission of The Editor "Motor Sport".

## THE NEW COMPETITION LAGONDA

Brief details of interesting new 12-cylinder model.

The International Sports Car Race, sponsored by *The Daily Express* at Silverstone on 15th May last, saw the debut of an entirely new 4½-litre V12 Lagonda. The car stayed the course finishing seventh to Gonzalez in Ferrari's 4.9 litre which won at 83.08 m.p.h.—a very fast effort in view of the wet track. Everything considered, the V12 Lag. put up a good and promising performance for a first appearance.

The entry was in the nature of a try-out to provide the David Brown engineers with information and experience before this new model was due to run at Le Mans.

Our fine front-cover-picture shows the V12 with bonnet removed to show details of the power unit.

Abridged specification:

ENGINE: All-aluminium and of entirely new design—not related to the pre-war V12.

Cylinders, V12; Bore,  $3\frac{1}{4}$  in. (82.55 m.m.); Stroke,  $2\frac{3}{4}$  in. (69.85 m.m.) (The design is,

therefore, "over-square"). Valve actuation, four overhead camshafts; Carburettors, three downdraught "Weber" with 4 intakes each; Ignition, Twin ignition (i.e. 2 plugs per cylinder).

CHASSIS: Type, Tubular; Brakes, hydraulic, shoe type; Suspension (a) front, trailing links with torsion bars. (b) rear, De Dion with torsion bars.

In an official statement about the new  $4\frac{1}{2}$  V12, the David Brown organisation say:

"Racing provides the most arduous test of a car that man can devise. It is for this reason that this entirely new "experimental test-bed on wheels" (the "David Brown Lagonda") is being entered for International Events. This is simply an extension of the Company's policy to increase its technical knowledge of car design in order to apply subsequently the benefits to production models. However, there is no suggestion at all, that the  $4\frac{1}{2}$ -litre V12 engine will be installed in production models."

## AD ASTRA

M45 versus Quack; the battle continues. No quarter asked—it isn't a bit of good asking—and certainly none given. After assembly, including our second oil radiator, home made, copper tubed and pressure tested, the car was run for a thousand miles, and entered, for the hell of it, in a hill-climb at Penang. She smelled like a fried fish shop all the way; fortunately, we had had the foresight to bring our bucket—the one with the Lagonda crest on it—with us, and my passenger spent his morning falling in and out of irrigation ditches with it. In between times, we proceeded in a halo of steam and strange Australian oaths.

Fortunately, the tail end of the monsoon washed out the hill, and the climb was post-poned a week; the brute boiled three times more on the return trip, and a front cycle type wing—purely temporary expedient, old boy—

fell off 20 miles from home.

## Vital Fluid Balances

Fluid balances on both sides restored, battle was rejoined with the gloves off. Another tin of old Doctor Holt's number nine was poured into the radiator, and left in for two days instead of the ten minutes they say; we have been removing buckets of muck from the coolant filter ever since, and I pleasurably anticipate breaking through into a cylinder any time now. Spare hoses and tins of Loy have been added to the ambulant spares list. The answer to this shot was instantaneous; two blown exhaust manifold gaskets, carburation disarranged yet again, and the clutch thrust race, which had been grumbling for some time, suddenly started screaming its head off every time we indulged in sprint starts. Des took my matches away just as I was about to set light to the thing, and all was rectified at the cost of no more than acute lumbago from crouching under the dashboard. Finally, she broke a starter spring, and this was replaced by

candlelight the night before we left for the late hill-climb, in  $\frac{3}{4}$  hour on a red hot engine.

This time, the car gave up. She went the 110 miles to Penang in less than two hours, and the temperature stayed below 80. The most amusing part of this episode was traversing a flood with a jet of water coming out of an offside bonnet slot, from, I think, the magneto Simms coupling. Just a couple of inches more, and this story might never have been written.

## The M45 beats Allard

The course, starting beside the cemetery, wound its way through close and solid trees to the reservoir at the top, a mile away. First man away, in a TD, took to the tall trees with a cry of "Timber" and retired to the beer tent. Next was the M45; 3,200 in third most of the way, treed a marshal half way up who wasn't used to big motor cars not looking the way they're going, and up in 1 min. 27 secs. Next was a Cadillac Allard Monte Carlo, driven by last year's champion driver, 1 min. 27.2 secs. Enormous enthusiasm among the vintage! A tuned Citroen did 1.26.8, and a chap in a Jaguar ultimately did 1.22.

Still, Lagondas had arrived; even the marshal said so. So did Miss Battleaxe, the local Matron, when we took her out to dinner later in the day. After we'd gone through a cloudburst and a watersplash, she said, if I didn't really mind, she thought she'd be much less vulnerable sitting with the boys in the back. It wasn't till later that I realised that I'd forgotten to warn her to keep her foot over the hole in the floor. The oil radiator airscoop objected to scooping water instead of air, at this juncture, and a sortie to retrieve the remains made the driver nearly as wet

outside as he was in.

## The Shelsey of Malaya

The Malacca hill-climb was on the following Sunday; with no time for intervening maintenance, we piled most of the workshop

into the back, and took off for Malacca on Saturday morning, in convoy with a Citroen.

## Tired and Feathered

The latter had a hard day; the only time it got within striking distance, the Lag bowled over a cockerel in full cry, and smothered it in feathers. We broke three hours to Kuala Lumpur for the first time on record, and fell in with a 3-litre Selector Special just outside the metropolis. The owner had bought it the week before, and was a little shaken to find himself hemmed in by enormous motor cars, full of characters raising (a) their hats, and (b) his bonnet, to the maximum altitude of the human arm. I was most interested to see this car again, because I hadn't seen it since it was a saloon, four years before. It was nice to see one of the intervening owners had done the right thing, and sawn the lid off. The body had, as a matter of fact, been admirably rebuilt, and it was most encouraging to find that SOME Lagonda owners find time eventually to polish their engines. This chap had some difficulty in shutting his bonnet again, and we felt awful cads as we leapt into our cars, promising to stand him up a beer as soon as we got there, leaving him battling with his bonnet and wishing he'd bought something else instead.

## M45 in Mixed Company

Malacca was terrific; all the motoring screwballs in Malaya seemed to be there, including the chap who crawls in on hands and knees late in the evening, when everybody else is sitting respectably round the bar in their VSCC ties, having obviously had no time to get his hair cut in the preceding three weeks, and equally obviously having spent his day under his bonnet and wading through flood water up to his knees. The car park outside contained a monster Speed Six Bentley, a 1924 Rolls, three Coopers, a blown Kieft, a blown TD, a jolly good A40 special, several MG and Fiat based specials, besides the usual gaggle of rich men's XKs and so on.

The M45 on the day made a last half hearted attempt to get away from it all by breaking her magneto HT pickup brush, but the time honoured lead pencil sufficed

to get her up in 43 seconds on the half mile course, fourth behind a Jaguar, a special Citroen and a Riley  $2\frac{1}{2}$ . She furthermore earned dishonourable mention for the longest and most heart stopping slide of the day, trying to get nearer the top of the class.

There were lots of chaps there with a theory that this new IFS lark gets you round corners faster than the old agricultural suspension; I can't say I was entirely convinced. They tell me it looks less frightening from the inside than it does from out.

## **Dull Modern Tinware**

So there we are; the M45 goes at last, and we walk with the stars. It does not, mark you, possess fantastic acceleration. We took it out with a stopwatch once, and it did 0-50 in 17 secs. so we thoughtfully put the stopwatch away again. It is, however, a joy on long trips, and goes round its corners like a railway train, inducing alarm and despondency among most owners of more recent carriages. One must, of course, cultivate the constitution of a salamander, and carry lots of icewater, but then, these cars they make nowadays are so terribly DULL, aren't they?

It has taken me nearly three years to get the M45 going well; it has reformed just in time to avoid junking. Now I shall spend the last three months of this tour out here sitting quietly at home, waiting for Mr. Dunlop to send me some more tyres, and I suppose my next UK leave will inevitably be marked by the acquisition of another of these damned Lagondas. "QUACK".

## RAPIER REGISTER

An effort has been made to bring about the amalgamation of this Register with the Club as it was felt, as in the days of the 2-litre register and the Car Club, that there are several advantages in having one organisation for one motor car. Apart from stopping confusion in a lot of people's minds it saves many members paying two subscriptions!

Unfortunately, the Register is bound by a decision made at an earlier A.G.M. and it looks as if no definite move can be made until later in the year.

## THE BENTLEY DRIVERS' EASTBOURNE RALLY: 1954

WELL, OF COURSE, you folk know all about the Bentley Eastbourne rally, How good motorists a-bed stir restlessly in a night reverberant with deep-throated exhausts: how it all starts under the floodlights of the police school, where the resident Snipes are for once put in the shade by their aristocratic and seasoned guests: how at Eastbourne the occasional appreciative visitor speaks in awed tones of the neat handling of a couple of tons of machinery on the front. A weekend of real Bentley caps, and a cameraderie in which Lagondas are annually delighted to be made so welcome.

You will have heard by now too, of this year's highlights. Fastest time of the day on Firle hill-climb by a Lagonda when Bob Wright drew a crimson riband up the white face of the downs with his ledgendary Rapide. Pints of midnight oil consumed by Charles Long in a fight against time to re-build a defective gear-box before the dawn of a third days competing, and the success with which his 2-litre headed all the Lags., after navigator Bosworth had brought them through the road section with only ten marks lost. And the winners: Oldworth on a DB 1 led by 50 marks, while the second man, Shillabeer of police fame, had another 60 marks in hand over Tetley-Jones'  $4\frac{1}{4}$  Mk. VI (third in the rally, and leader of the Bentleys.)

## The Start

But let us go back to the beginning, where Peter Bartleet strangely attired in an Aston, arrived late in a panic, was swiftly buttoned up and pushed off into the night on the first fast leg of the journey to Aston Rowant.

Long, Wilby, Gostling, Michael, Leo and Westall made up the Lagonda contingent out of a total entry of 76, comprising eight clubs.

You know, you people that just read about it don't know the fun you're missing: after all, what's in a bed? but a night like this: well, that's really something.

Everyone was wondering what navigational "plat de nuit" would be on the cards at Aston after last years river-crossing exercise, and were consequently relieved to be let off with

nothing worse than "spotting the heights", but oh dear! such an abortive attempt to follow the signposts round the back of London Airport that several gentlemen covered the same ground twice and nearly disappeared up their own exhaust pipes! Much was the relief when officials declared that confusion null and void.

At Box Hill, Gostling was overdue, bacon and eggs tasted like Mother's cooking after the first month in the Army, and Crozier's 1928 Trojan chugged through, simulating the proverbial tortoise.

Goodwood saw Westall emerge like a chocolate sundae with a burst oil pipe that put him out of the running, while both Long and Michael upheld the laurels by recording identical lap-times without penalty.

#### **Astons Lead**

Thence came Eastbourne, and at that stage things stood like this:—

Three Astons were in the lead, the police held 4th place and Long lay 5th in the 2-litre Lag. Thereafter, there wasn't (in a manner of speaking) another Lag. in sight until Pinkerton at 15th.

However, what with the appearance of our Chairman and our Competitions Secretary and newcomer Roddy Hill-Smith (all looking very fresh and ready for the Supplementary contest) and also the kind ministrations of the Albion hotel (who, incidentally, do one very well) everbody felt much revived and all set to persuade their respective camels through the eyes of those needles that had been erected on the promenade.

Now, you folks reading this would obviously be very hurt if you didn't get the truth: but on the other hand some other people are going to be very hurt if you do, because the performance of the Lagondas on these driving tests was shocking. In order of merit we came (E. & O.E.) 18, 20, 21, 45, 47, 50, 53, 57: with the best men having two penalty faults, and the worst having five, and in view of the fact that these tests were (for once) not designed by Fiat 500 owners, but tailor made to a nice loose fit for big motor-

cars, one wonders whether it wouldn't be better to stick to the camels mentioned earlier on.

## The Marque Does Well

Fortunately, however, the sun came out for Firle next day (which you will agree to be a very unusual circumstance: but heartening) and shone not only on the just and the unjust, but on the Lagondas, and the marque did very well (which you may also consider to be a rather unusual circumstance: but also very

heartening!)

Bob Wright gained first place (FTD at 33.2 secs.), Billy Michael was third (34.0 secs.) and Maurice Leo got the whip round his punka-wallah and recorded 37 secs. But that is not all! Long ascended in 45.4 secs. in his unblown machine, Wilby got the Rapier up in 44 secs., and Hill-Smith on the  $4\frac{1}{2}$  confounded all the pundits with a first-time time of 37.6 secs. Apparently the flowers that Gostling picked on the way looked very pretty on the mantle piece next morning alongside the testimonial which shews that he nevertheless came second (to Westall) in the ultimate showing of the "supplementary" Lags.

There was quite a supporters club at Firle, and it was good to see several members there

to cheer the competitors.

#### A First-Class Weekend

Well, what of it all? and what is the verdict?

An absolutely first class weekends' sport, most competently organised, and surely the most suitable event of the year for our style of vehicle.

And of the Lagondas? Only a mediocre showing.

Charles Long, best in the Club, 11th. in the general classification, succeeded partly due to accurate navigation, certainly as a result of the most persistent refusal to accept defeat after his gear-box packed up in the last test, and despite quite substantial losses in the earlier tests. He was our one hope, and if you'd seen the contents of two gear-boxes spread about a local garage floor at 1.30 on Sunday morning and the car doing well at



On the Parade, Eastbourne. Freeman-Wright's  $4\frac{1}{2}$  Rapide, Rexford-Welch's 3 and Hill-Smith's  $4\frac{1}{2}$ .

Firle by mid-day, you'd agree that he carried the Club flag valiantly. Pinkerton, Michael, Long and Wilby were all above the half-way mark, but they should be much nearer the top, and Westall must be more careful with his fitting if he's to run in a club team.

Put Snipes in the Shade

And so we look forward to next year! But then, why not some new faces, some more motor-cars, a fresh determination to win, a Lagonda team entry to really challenge the Astons, beat the Bentleys and put the constabulary Snipes in the shade on the results list as well as in their own garage? So "let's be having you" out of the beds and out of the garages (incidentally, there's a race against these people in the summer).

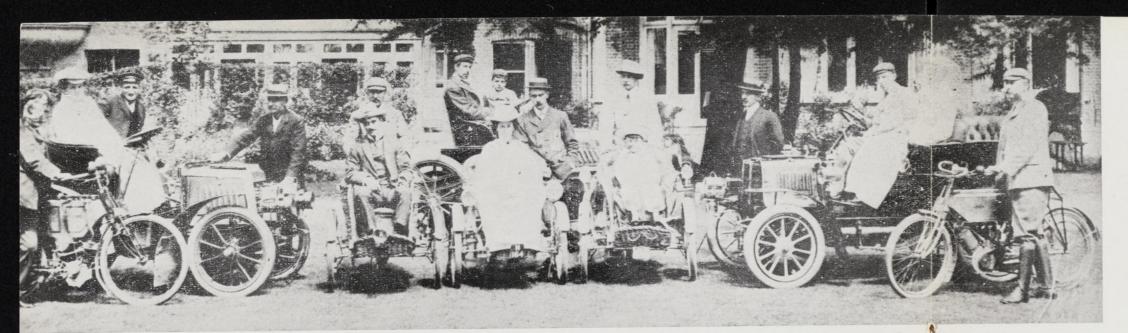
It was a grand weekend this year, but it is a sport, it is a competition, it is a contest to be won in which a Lagonda car can do well: there are no excuses on this rally. Therefore, let us look back with pleasure on an enjoyable weekend, but look forward with

hope to real success in the future.

"GELATIERE".

#### **EDITOR'S NOTE:**

Thank you "Gelatiere" for this interesting and racy account and thank you Stanley Sedgwick, Col. Berthon and the Bentley Drivers for inviting us to such a splendid event which, as usual, was organised with ingenuity and outstanding efficiency.



This illustration appeared in Issue No. 10 together with a short description by C. G. Clarke under the title "Southern Rally, 1902?" Our historical contributor, "16/65", who is not a member of the Club, has only just seen them and sends the following information and analysis.

## SOUTHERN RALLY, 1902?

By 16/65

Lagonda tri-car. So early, in fact, that on the previously available evidence one would be surprised to find these machines in existence at this time.

Indeed, when I first saw the photograph, I became a little jealous of the accuracy of some of my previous outpourings. I asked my host for a magnifying glass. Alas, with this instrument, early study was too much concentrated on details for much progress to be made. Look at the photograph yourself and study between the Panhard and the Brookes brothers' Lagonda. We are told that it is dated 1902; Summer 1902 then, but it looks and the type of final drive. like a 1903 Panhard.

first sight each seems to have a rear as well as a front axle. Could there have been quadcars built before the tri-cars? Closer inspection of the left hand trike clearly shows the central rear wheel at the back. With a magnifying glass it can be seen that what had appeared to be the back axle in fact ends I can count to only twenty three. Yet surely wheels. Furthermore, the stay seems to even taking the picture at its claimed date,

Some further comment seems called for on extend downwards to below the lowest point the most interesting photograph in the tenth of the wing. The near-side wheels of the issue. Dated as 1902, it would at first sight lefthand and centre tri-cars help to show that seem to be the very earliest ever taken of a this lower rod is probably the operating lever for the front wheel brakes, but the rest is all rather deceptive. One would wish for a very much clearer reproduction of the original photograph.

This lack of clarity is all the more unfortunate in regard to the Lagonda motorcycle. We are told that "The name can be clearly seen on the tank and on the engine crankcase". In the reproduction this is far from apparent. Since this is quite one of the best photographs in existence of one of these rare machines, it. Clearly it is summer. Look at the flowers it would be most interesting if Mr. Clarke could tell us the position of the gear box, the make of the carburettor, the means of ignition

We are told that all these motorists had Study the axles of the three tri-cars. At gathered together in order to drive to Slough and back, "And if any of the company succeeded it was considered a very fine performance". Well really, Mr. Editor. What a remark! I confess I do not know every house of refreshment between the Bridge Hotel and the Old Crown, but from memory just beside the upper wing stay of the front the car on the right is an M.M.C., which,

would be such a car as had just won a Gold Medal in the Automobile Club's 650 mile trial, and the Panhard on the left must be a detuned reliable version of the racer which at least seven years before had arrived first in but (not won) the race, Paris-Bordeaux-Paris.

Also we are told that Mr. E. Baker covered "No less than 100,000 miles with the

famous Wilbur Gunn". Is this the same Mr. E. Baker who, driving a Duryea, won Gold Medals at Phoenix Park, Castlewellan and Southport in 1903, and who later that year was injured in a fantastically brave attempt to capture a straying balloonist? One of a crowd who was helping to restrain a balloon in a London park, this Mr. Baker was the only one of the party to stick to his job in the face of a particularly violent gust of warm air, and was carried off, still clinging to the basket. Whatever may have happened to Mr. Baker, the unintentioned aeronaut, the achievements of our Mr. Baker were "Recorded in the original photograph in pencil but not reproduced here as it is faint and on the margin". Surely this note must have been written in long after 1902. The competition history of Lagonda under Gunn lasted for only six vears (there is no record of the motor cars in trials except in Russia) so that even if this was written in after 1906 it indicates a considerable yearly mileage. If it was entered in 1902, it represents no less than a hundred miles a day! It would be interesting to know whether the names of all those present and the date were written in the same hand or in the same manner as the remarks concerning Mr. Baker.

All very interesting, and with the un-nimble mind still concentrating on details a lot of wasted time was spent looking in vain through the 1902 copies of Motor Cycling for a reference to any Lagonda tri-car. There is no index to the early issues of the "Motor and Motor Cycling".

Suddenly light dawned. On each car there

is a registration number. The Motor Car Act was passed in 1903 and numbers were first used on January 1st, 1904. The photograph, we decided, was taken in the summer. This does not alter the extreme value of the photograph, but why, oh why, do the sellers of modern cars pretend them to be newer than they are, and veteran car philanderers pervert history, reversely and waste time?

Dear Sir,

I have had the opportunity of seeing the article written by 16/65 in this issue, and feel that a few more details of these early products may be of general interest.

The old Service Department record book of Lagonda Ltd. (now I believe destroyed) allotted a page to each car starting at No. 100. The 100 series refers to trikes built in 1905 and before. The 200 series to 1906, and the 300 to 1907. There were 69 numbers allotted, 32 for 1905, 28 for 1906 and 9 for 1907.

A Mr. Fry ran in the 1905 London to Edinburgh Trial of June 9th. Records show that a Mr. Fry owned trike No. 122. However, if this was the machine that he used in June, it would indicate that only ten machines were completed in the next seven months. However, as the owners' names are only available for three of the first twenty trikes built, it may well be that No. 122 was the second machine to be owned by Mr. Fry or even that there were two Mr. Frys.

Mr. C. H. Southall, to whom I am indebted for much of this information, owns a twin cylinder trike No. 108. This machine shows more embryonic features than that very fully described by a Mr. Basil Crump in The Field of February 11th, 1905, but was not registered until February 15th in Belfast.

This evidence seems to indicate the last months of 1904 as being the first months of the twin cylinder tricars. The fact that serial numbers O-99 seem to have been unused for this model may be due to their assignment to an earlier single cylinder machine, but although I believe one such was built experimentally, I have never seen evidence that any were made for sale. Yours sincerely,

A. JEDDERE FISHER.

## 

ON THE 27TH OCTOBER, 1915, appropriately under the sign of Scorpio, there was born to fond parents in London a son who was destined to reach high office in the Lagonda Club. It is alleged on unreliable authority that when the dear little fellow was knee-high to a glis-glis he rebuilt a vintage high chair, made extensive modifications to his playpen and repaired a mechanical rattle. As anyone who is acquainted with his 3-litre car will know, he has been attending to mechanical rattles ever since.

Rex, as he is known far and wide (and sometimes as the "coarse "doctor), is the sixth generation of a family of doctors and counts surgery as one of his hobbies—which may explain his interest in the internals of motor cars as well, for he has a truly enquiring mind.

He first became interested in cars when he was studying(!) at Cambridge, when for the princely sum of £7 10s. 0d. he purchased an Austin Ruby Saloon. This lady went the way of all flesh and has today been replaced by the aforesaid 1930 3-litre Lagonda and by what he terms a "small" 1907 Itala of 8001 c.c. The Itala we have yet to see when Rex and his collaborator Mike Kennard have finished their rebuilding efforts, but we may be sure that with the attention to detail and enthusiasm that is typical of Rex, the result will be something worth while.

Rex took an Honours Tripos in Science at Cambridge University (including a first in Psychology), then qualified from Charing Cross Hospital. War broke out and Rex served with the R.A.F. in India, Burma, and Malaya, amongst other places. During his travels he acquired an unusual collection of pets, including snakes of various types and sizes, a Sergeant in the A.T.S., a gecko, natajack toads, and other animals whose

names I can't pronounce anyway. His hobbies include cars, tropical fish, beer, ski-ing, skating, beer, darts, photography, model-making and beer.

Rex was originally the Social Secretary of the Club (and very well qualified for the job as an intelligent appreciation of his hobbies will reveal), from which he graduated to Competition Secretary some two years ago. His untiring—and, I am afraid, sometimes unrewarded—efforts to arouse interest in competitive events, his unstinted help in organising such events (ably assisted by his better half), and his contributions of articles and photographs to the magazine are so well known that comment is superfluous. Derogatory comment, in fact, would be dangerous, knowing something of the selection of photographs he has—as yet unprinted. In addition, he has represented the Club at R.A.C. meetings and on the Eight Clubs Committee, is a Committee Member of the Per Ardua Club and Senior Medical Officer for the V.S.C.C.

Considerations of space prevent a more adequate and illuminating write-up, but it will be clear that Rex is a man of many interests and wide experience, and a possessor of a keen (and ribald) sense of humour—in fact good company and a good friend. RFW.



The only photo of Rex not in a car or uniform!

THE 27th OF DECEMBER, 1915, apart from being well in the second winter of the First World War, saw the announcement of the birth of Robert Freeman Wright, and for his parents a second and private war began truly is December named after Capricornus, the horned goat. This infant prodigy waxed fat, winning all baby beauty prizes, and breaking all the neighbourhood's baby scales into which he was wetly packed. The second stage of man saw dispairing parents despatching the schoolboy to Dean Close, Cheltenham, which unfortunate establishment carried on the uphill battle until the Birmingham University Law School was called in to deal with the problem. The final legal polish was applied by articling to a well known local firm of solicitors. This brings us to the stage of a fully-fledged solicitor. (Solicitor, one who asks earnestly, and acts as an advocate in inferior courts.—ENGLISH DICTIONARY.)

During the above period our worthy chairman had already shown his interests in "things mechanical" by the acquisition of a motor cycle, which vehicle, both dangerous and underpowered for the tonnage to be transported, was done away with hastily at the parental request, and a J2 M.G. was purchased and even more rapidly disintegrated—aged 17 (not the car). From this date vehicles came and went—to breakers—with some rapidity—1933 T.T. Replica Frazer which tired quickly—10 H.P. open Morris which also tired quickly, but not before its exhaust system had been modified to sound like Gabriel's horn—14 H.P. Wolsey which also

## **B.B.C.'S CASTING VOTE?**

After Firle in the Bentley Drivers Eastbourne event the B.B.C. recorded interviews with both our Chairman and the Hon. Comp. Sec. for a programme entitled "Old Cars and Odd People". In final form over the air only the chairman's voice was heard. As Rexford-Welch has much the older car does this mean official rating of Bob Wright as the odder of the two? Surely a judgment of Solomon!



tired to the extent of the chassis breaking in two places—some fatigue! Humber, of doubtful yearage, purchased for £8, and sold at a profit—and as a dessert just before the War a Morris 8 which again had its exhaust modified with Rabbi-like thoroughness. During the War period a spell with B.O.A.C. saw our chairman dashing round the World visiting such salubrious spots as "The White Man's Grave" and Middle East.

In 1944, a 1½ M.G. was obtained and run



Touching portrait of Chairman (centre)

without any major catastrophe until one day he inadvertently visited a show-room which contained a LAGONDA RAPIDE (The Scarlet Woman) and on leaving the showroom he found to his pleasure, and to his Bank Manager's displeasure, that he was the proud owner of this now famous machine. Recently he has had a bad attack of Rollsitis and has acquired two, a coupé of 1927 vintage, and a magnificent 1938, 25/30 Park Ward Razor Edge Saloon with all mod. cons.

To digress from this buyers guide, it should be mentioned that hobbies other than cars do exist to this worthy pillar of Crawley. These include a wife, two children (one of each kind) a dog, cat, three goldfish, and a love of

horticulture—mainly, the hop.

In the competition world his name is well known. Starting in trials before the War he graduated to the Spa 24 hour race in 1948, driving with Ray Brock an aerodynamic H.R.G. (fitted with two-way radio) in Peter Clark's team which won the Coup du Roi des Belges, and in the following year, as a private entry, he came second in his class. In 1949 he drove the Lagonda in the Silverstone Production Car Race, the car was numbered 1, but unfortunately this bore no relation to finishing placing. At Firle he has on three occasions secured fastest time of the day and on the last occasion was referred to by the B.B.C. as a Red Monster—the car we hope!

His record in relation to car clubs is equally distinguished; belonging to the V.S.C.C., B.A.R.C., B.R.D.C., and the Lagonda Club. In respect to the latter he acted on the committee of the old Lagonda Car Club for 2 years, and has for the last 3 years ably held the position of Chairman in the Lagonda Club, the foundation of which, by the amalgamation of the Lagonda Car Club and the 2-litre Register he was in many ways instru-

mental.

His influence in the Club has been great, in all events, both social and competitive, he has always given a very full backing, either by competing or assisting in the organisation. At committees he has restrained the foolhardy, and encouraged the timorous, and above all has succeeded in keeping the peace and guiding the Club policy to the position of security in which we now find ourselves.

As an envoi to this ill-penned appreciation of our Chairman, may I suggest to any member who has not made his acquaintance, that you are missing meeting a most keen motorist, a good friend, and a man.

ANTONY HYDE-EAST, Insurance Broker,

Specialising in cover for Lagondas and other vintage and thoroughbred cars has been invited to contribute some

## MORE INSURANCE NOTES

I want to make these comments on motor insurance interesting and readable so here is a simple explanation of some of the more obvious difficulties facing both the insurance proposer and the underwriter which may save some reader from a complete attack of apoplexy the next time he receives a premium quotation.

It is a fact that from 1946 until the present time almost all motor insurance underwriters have suffered a yearly loss, nett premium received as against expenses plus claims paid.

There are many reasons for this, not the least being, in my opinion, deterioration of (i) driving ability, (ii) road manners, (iii) cars, mainly those of the great mass production age.

I must add to this, even though I know that a scream of protest will arise, the low cost of

motor insurance.

Insurance is, I am happy to say, highly competitive, and taking into consideration the immense increase in overhead expenses and the also immense increase in the cost of cars and their repair then the corresponding increase in the insurance rates from pre-war days is, I feel sure, lower than almost any other commodity.

I must at this point try to explain the rating

system in general.

Insurance underwriters are divided first of all into what are known as tariff companies and non-tariff, the prominent difference being that the former have an agreed basic policy and an agreed basic rate whilst the latter have no basic agreement one with the other. Mark the word "basic", meaning in terms of hard cash, that for a given horse-powered car, garaged in a certain district, below a stipu-

lated figure for the risk involved a quotation must not be made. The rest is snare and delusion for there is nothing to prevent whatever increase in the premium the underwriter considers compatible with the risk! Thus it is not unusual to find an insured enjoying the luxury(!) of a non-tariff company s "no claim" bonus of  $33\frac{1}{3}\%$  and paying 50% increase for the privilege!

## Fallacy of Age Restrictions

The vast majority of insurance underwriters have laid down a system of premiums with the age of the car on a sliding scale basis and deleting certain cover as they go. The mistake is obvious inasmuch as the experience of the driver is ignored, post-war cars are rated at a low figure, whereas the repair bills for claims are highest and the mass produced car of the "30's" is given an advantage over the much finer product of the "20's".

A very few underwriters have been prevailed upon to reverse this process, to consider the driver first, as the risk involved, and then the type of car rather than its age. Thus a Rolls or for that matter, a Lagonda of any age would prove to be a more sound risk than say, a 1933 small black box on wheels.

## Restricted Cover and Excess Premiums

Loaded premiums and exclusions of cover did not, you must remember, originate with the insurance policy nor was it some cunningly devised scheme to get something for nothing. The reason for it arose purely and simply as a result of the actions of certain sections of the motoring community.

I illustrate, and say, like "Disgusted of Tunbridge Wells"; "Why is it that so many youthful 'beginners' aspire to a clapped-out, flogged-to-death M.G.?"

At age nineteen with a type "M" one is more or less duty bound to keep the right foot pressed tight to the floorboard irrespective of the fact that disintegration is likely to take place at any moment. Because of this, over the past twenty five years the accident rate of youth plus M.G. is, I believe, much higher than any other combination of man plus machine. This, I think, has given a false

picture of the M.G., and, I hope, a false picture of youth.

The fact remains, however, that the average beginner does not start with the right car. He spends twice as much initially upon an alleged "sports" car as he would for say, a vintage Morris Cowley. Consequently, he starts his motoring and his insurance career with every possible restriction he can accumulate and at the highest cost. His repair bills are usually phenomenal and his potential accident rate, statistically, very much higher than average, which puts him eventually at the other end of the vicious circle.

This of course applies to the average character like you and me to whom money is a very big consideration. The same amount of trouble can accumulate by going to the other extreme.

I remember around a couple of years back getting a request from a young gentleman aged 18 years who, having just settled himself in at one of our greater universities, received from a proud but misguided parent the gift of a new Allard. The request being that I arrange the insurance.

There was nothing to prevent me doing this and earning a little much needed cash, but I wrote, saying that, in my opinion he would be better advised to ask his father for a vintage 12 h.p. tourer, to drive this for a year and then take over the Allard. Naturally I received no reply. I expect some killing remark like "What are the lower orders coming to" was made and the business taken elsewhere at some fantastically high rate of premium.

#### Some Sound Advice

I conclude with a few "do's" and dont's". Avoid "Road Traffic Act only cover" like the plague.

This type of cover is given "cheaply" by tenth rate companies but only by first class companies when the bad driving record of the proposer allows nothing else. It affords no cover against other peoples property (including cars) and unless one is prepared and able to pay out perhaps hundreds of pounds damage caused, is most unfair to others,

#### MORE INSURANCE NOTES (contd.)

Check the exclusions in your policy. Such things as passenger liability, personal accident benefits (if comprehensively insured) or the driving of other cars may be excluded. If you are not quite certain of the implications, find out, and be certain you do not require such cover.

It is advisable to place your insurance through an established broker rather than direct with an insurance underwriter. He will know where to direct your business to your best advantage and can be of great assistance in the matter of claims.

Finally, if you are getting really satisfactory service be sure to give all possible other business to the same firm. Underwriters can only offset motor insurance losses by other business not so costly to them, Fire, General, Life, etc., and if they are giving good service with the unpopular risk they deserve to be given full support in other directions.



#### DESIRABLE OBJECTIVE

WHETHER AS THE goal of a day's motoring or as headquarters for a few days or a week-end exploring the Cotswolds, the source and upper reaches of the Thames or the collegiate charm of Oxford, the Saddlers Arms at New Yatt commends itself to the Lagondarist and the Vintagent.

New Yatt is a signpost-shy hamlet two miles from Witney. Incidentally, if you know Witney only from the factory-dominated A40 high road which skirts it, you know nothing of the charm of this old market town.

If armed with O.S. map you can pin-point 374.130, otherwise take the Woodstock road out of Witney and hope for the best. Don't be discouraged when you draw up—the exterior is as plain a cement-rendered facade as ever concealed the real spirit of an old-English Inn. That Mine Hosts Mr. and Mrs. Douglas Price have succeeded despite this handicap is

a great tribute to their personalities and charm.

Old, wooden dog-cart wheels make the ceiling light fittings. These are supplemented by the shafts in the Public Bar and a set of Grand Prix and Motor Racing coloured plates from the pre-war *Autocars*—not surprising for an enthusiastic member of the V.S.C.C. and our own Club. Doug's 3-litre puts many hundreds of miles on the clock taking him to nearly all the events in our Club Diary and earning him many medals for the distances he covers to put in appearances.

The visitor's book includes the names of our own Mike and Betty Wilby as well as the one and only Charles Long. The Editor has taken tea there! Other members needing drink, food or a bed may be sure of a warm welcome from Mine Hosts in the best tradition of the old English Inn. F.W.

## NORTHERN NOTES—FROM D. H. COATES

JUNE AGAIN, and according to custom the Northern Section chooses a fine day, a piece of ground and a pub, and invites members and friends to bask in the first, perform on the second and refresh at the third. The fine day is June 26th, a Saturday, the evolutions will commence at 2.30 p.m. (14.30 hours if you are a soldier or a Continental). Arrangements have been made for the supply of food, tea and minerals to be available at a moderate cost, from about 1.0 p.m., on the ground—to keep people going until part three comes into operation, and to save worry to those whose domestic set-up does not allow of the convenient provision of a picnic.

## 'Ware Crops and Game

The piece of ground is part of the disused aerodrome at Bircotes—1 mile north of Bawtry on the Great North Road. A lane to the West is the entrance; there will be a sign at the mouth of this lane, and no other entrance may be used. It is due to the kindness of Sir John Whittaker, the owner of the land, and Mr. Taylor the occupier, that we are allowed the use of it; and we are asked to respect growing crops and preserved game.

After the gyrations, which should finish at about 5.30, the thirsty and hungry ones will move off to the Old Bell Hotel, Barnby Moor—about 5 miles south along A1, where a really first rate meal may be obtained, and where some will be staying overnight. The management would like some intimation of the number of people likely to require dinner, so will any who hope to partake please let the Nth. Hon. Sec. know by Monday, June 21st. Accommodation must be booked direct with the Hotel—The Old Bell Hotel, Barnby Moor, Nr. Retford, Notts. and fairly early notice should be given.

We look forward to seeing members and friends, with all sorts of cars, to watch, to help or compete—above all to talk—and it is hoped to provide some small piece of interest for children.

Holme (it's really Holme-on-Spalding-Moor, but it's such a mouthful) has two

distractions—Lagondas and Americans. The local air field is now in the occupation of our Transatlantic cousins, and it is a nice problem to decide on the relative astonishment produced by Vintage and P.V.T. machinery on the Americans, by ditto on the natives, by the American "Automobiles" on us or the natives, or by the walking out costume of the Americans, or the driving out costume of the open Lagonda drivers on each other, and on all and sundry.

## Varied Lag. Bag

Six Lagondas at the May meet. The Beverley 2-litres both mobile, and proving more worth while after initial disappointments, a 16/80 drop-head with masterly home-tailored hood, Sibson's fine 3-litre and Rider's new and sumptuous LG45 saloon.

Bawtry in April—this time under V.S.C.C. auspices—drew Lagondas from as far afield as Scotland. Young came down in his beautiful cream Rapide—and entered the lists to no small effect. Spectating were Hullock in a new and very trim  $3\frac{1}{2}$ -litre tourer, Fuller and Speight with Rapiers, Pape, 2-litre, and Archbell in his latest, a late Rapide.

#### Practical Puzzle Car?

Shaw, seen the other night at the controls of about three dozen motor cycles, yes all at once, performing an interminable and tummy-unsettling looking circuit on which only the Vicar's wife was brave enough to venture—the Vicar and the Nth. Sec. went to look for more stable occupation—now effects the Foster-Maybach transmission, on his diesel fitted Rapide. This is now a very fine and practical car. With large 4-cylinder Gardner diesel engine, a full 40 m.p.g. is obtained, cruising at 60 m.p.h. Road tests of certain post and pre-war diesel cars of lighter weight give figures far less good than these. Foster has conceived and executed a form of control for a Maybach gearbox, which, fitted to this saloon, gives the greatest satisfaction.

See you all — Bawtry — June 26th.

## TECHNICAL TOPIC ILLUSTRATED—Photos by D. W. PRICE

## No. 1. HOW TO REMOVE A 3-LITRE ENGINE



Having secured the services of a hefty fellowmember, like Gostling (seen above on the chain) Price adopts an organising attitude.



Half-way there! You can almost feel the satisfaction of Gostling as he pauses for breath. Price (centre) still has light cap unsullied.



Well-satisfied expression on face of Price, and smile on face of Gostling indicates completion of operation in twenty minutes. Doug's cap still unsoiled.



With the minions away in the pub, Price condescends to finger some metal and finds he has nearly lost his bearings. (Note less satisfied expression.)

## SPARES AND TECHNICAL TOPICS

Spares Registrar and Technical Advisor:

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

I have examined many Lagonda cars which have been involved in accidents and collisions—including a number of great severity—but I cannot recall a single instance of serious injury to driver or passengers. I am reminded of this by **Brian O'Flahertie**, whose opening sentence to a telephone conversation is that I am speaking to a man who should be dead, and who would have been dead had he been driving a car of less robust design and construction. Generally speaking, I do not think this great margin of safety is sufficiently appreciated.

**Rapier.** Harry Wareham has available a spare E.N.V. Type 75 gearbox in perfect condition except for top gear. He knows an exE.N.V. man locally with plenty of spares and capable of first-class work on these assemblies. Wareham is still in a position to get Rapier water pumps rebuilt, using  $2\frac{1}{2}$ -litre Riley parts in the existing casing—the cost of this is about £6; before his own Rapier was sold his water pump, rebuilt in this way, had done 30,000 miles without trouble.

**Petrol Pumps.** Several almost new 12-volt S.U. Electric Petrol Pumps are available at a reasonable price.

16/80 Water Pump. Humphrey Griffiths has provided a description of a successful modification to the cylinder head mounted pump on this engine, designed to prevent gland leakage and to prolong life. Available on loan to those interested.

**Sparking Plugs.** Through the goodwill of a member the sparking plug concession is restored, and may even be extended to embrace special or racing plugs. Enquiries to me.

3 and  $4\frac{1}{2}$ -litre M type Axles. Moss wonders why brass plugs instead of grease nipples should be fitted to the feeds to brake camshafts and axle shaft bearings on these assemblies. This is without doubt a simple safeguard against the brakes being flooded with lubri-

cant as might easily happen through careless servicing at a garage.

Grease Guns. Several brand new Tecalemit screw and ram type guns are available very cheaply if anyone is in need. They have the K type connector for the hexagonal nipples common to most Lagonda models.

3-litre. Douglas Price makes use of Rover 20 pistons during the overhaul of his 72 m.m. bore 3-litre, and claims a great saving of money and aspirin. A report of the behaviour of these pistons in service is awaited.

Oil Pressure. I have previously made reference to the resistance in the lubrication system on some models owing to the formation of a hard deposit on the vanes of the Autoklean pressure filter. Skurray and others report rises in pressure of 10 to 15 lbs. on discarding or by-passing this filter and it is clear that because of it a false impression of engine condition may sometimes be gained.

Chat. Austin Vowell, exiled in Oslo, writes sadly of his 2-litre and the two years blank before he can return to real motoring. Ziegler will visit him there with the beetle-back Rapide and Vowell can't wait to see the Norwegian and American reaction. The vintage troopship brings Armitage safely to the Canal Zone but the dancing with Wog Salem is a myth. Barrett's LG45 is the only Lagonda in Hong Kong—a doubtful distinction where maintenance is concerned.

Tony Frazer, fly-fishing in Eire, finds a Stanley Steamer, but tragically decayed beyond hope of restoration. In a garage near Waterford, **Doyle** has discovered a pre-1914, 11.1 Lagonda, a two-seater with cruiser stern. The present owner bought it in 1920 and would probably be willing to sell to the right sort of buyer—will anyone save this car? It is believed to be complete and in sound condition. Sometime, somewhere, someone will find an Edwardian Torpedo.

Parkes is the owner of a fine LG45, until

recent years the property of Mrs. Fontes, mother of Luis Fontes of Lagonda/Le Mans fame. The Hindmarsh/Fontes car is being rebuilt by **D. H. C. Hull**, and another of the Le Mans  $4\frac{1}{2}$ 's, BPK201, is owned by an engineering student at Chryslers in U.S.A. and is also being reconditioned to original specification; it is in the right sort of ownership, which is an excellent thing.

Wing learns all about pre-selective gear-boxes the hard way, producing an incredible phenomenon in the shape of 5 forward speeds on his Rapier before finding the right answer. One of the most enthusiastic owners of this model is Edward Fuller, still busily modifying and improving; his experience will be a great help to other Rapier owners. Watson would like to get in touch with someone with specialised knowledge of the Maybach transmission used on the 3-litre Selector Special—can anyone help?

Rycroft burns with nostalgic memories of Powerplus blown 2-litre PL7016—the fastest in existence, he says—and would like to know her present whereabouts. He offers to exchange his LG45 for a good open 2-litre, preferably blown, or sell. New member Stevens has owned various Lagondas at intervals since 1930, but there can be few with such an unbroken period of ownership as Rawlings. He bought his first Lagonda in 1927—a new 2-litre semi-sports tourer which faultless service until it was replaced by his present low-chassis saloon in 1937. Kerr and Tennant owe their present Lagonda ownership to parental enthusiasm for 2-litres in the long ago.

In a Club handicap at Silverstone **Dawes**, 2-litre consumed 2 gallons of water in 22 miles, but provides a memorable occasion by finishing fourth in a field of 17 mostly modern cars. Symptoms of fuel starvation afflict **Shuttleworth's** 3-litre on long hills or following sustained bursts of speed; his diagnosis of faulty petrol pump may well be correct, but aged or unsuitable sparking plugs will produce precisely the same symptoms under these conditions.

Roskin is emigrating to California and will take his LG45. Mackie is away to Warsaw, of all places, and enquirers at the British Embassy there are assured of hospitality; his 2-litre is left in store, as he couldn't bear to part with it. After a series of dental extractions in recent competitions Charles Long would be grateful to hear of a really first-class gearbox for his 2-litre, preferably of the Z type.

Arnold Young, who has been running two Lagondas in Malaya and whose reports from that place have occasionally appeared in the magazine, has bought a magnificient Rapide for his leave and is enjoying it so much that he is bound to take it back with him. The Communists are said to display remarkable good sense by allowing free passage to doctors—only one has ever been attacked and he received an apology the following day; this striking Rapide will certainly be easy of recognition.

Thorndike's 16/80 has developed an extraordinary appetite for rear axle shaft races. Leaden-footed Pinkerton breaks two half shafts within 6 months on his 3-litre, the second most inconveniently in the throes of moving house. Congratulations on their recent wedding to Geoffrey Farrell and Valerie Rose; the 2-litre, after frantic work until the last moment, behaved faultlessly throughout their honeymoon in Scotland. In Glasgow Stuart-Green is reconditioning a 16/80 taken over from Henry Coates but further south, in the wilds of Lincolnshire, **Pritchard** angles for a posting which will bring him nearer the centre of motoring activities.

Michael's excellent article in the last issue of the magazine has been greatly appreciated and the subject of much favourable comment. Lake claims 19.2 m.p.g. over 8,000 miles with his LG45, and 21 m.p.g. on a recent 500 mile journey; he suggests rather tartly that some other owners should mend the holes in the petrol tank. Clarke's 3-litre is for sale, following the purchase of an M45. On the other hand, Russell Venning buys a Ford Popular during the overhaul of his 2-litre, and threatens to take a hacksaw and convert it to a tourer if

the Lagonda is not soon completed. Treen will start the Exide Convention in Bournemouth by conveying the Mayor to the opening session in an 1895 Kriéger electric brougham.

And so, despite setbacks and disappoint-

ments and the insatiate thirst of both men and machines, enthusiasm is strongly maintained and the principal temptation appears to be an even bigger, even hairer, and even thirstier monster of the same breed. Which is entirely as it should be.

## COMPETITION NOTES

IN THIS LITTLE corner of the magazine of late, much haranging and tub thumping on the subject of more members hazarding their Lagondas in the crucible of competition has appeared! now as it happens the last few weeks have seen a very considerable number of the club's cars entered in events. Whether this is due to literary beating over the head and shoulders is a matter of conjecture, nevertheless it is pleasing to see members competing and it is hoped that this trend will carry on during the season.

In the V.S.C.C. May meeting four Lagondas were on view, namely the cars of L. S. Michael, R. S. Page, M. Leo and H. C. Long; though none of them "did any good" it is fair to record, that "none of 'em did any harm", and it must have been pleasing for the many members of the Club in the crowd

to see Lags. on the track.

The recent Eight Clubs Silverstone saw an even larger gathering when twelve member's names appeared on the programme—certainly an excellent effort. The members concerned were F. Morris, W. (Poppa) Hughes, G. Remfry, M. Leo, A. Young, L. Michael, G. Walker, D. Westal, R. Page, M. Wilby, F. Smith and M. Kennard. From talking to these heroes it was obvious that they enjoyed their day out and though success did not find itself in our ranks the winning of pots is not the whole object of the exercise. One incident is worth of record; in event 12, our Billie Michael appeared certain of a second until at the last corner (Woodcote) a nasty big Alfa spun in front of him, and he had also to spin to avoid a collision and Tweedy Walker nipped past to gain the award, fortunately the whole was well arranged, as Tweedy, despite driving a Bentley, is a member of the Club!

It should also be recorded that a considerable number of Club members assisted in marshalling at these events which is the next best thing to competing, for it is only with an adequate number of experienced marshalls that such meetings can be run smoothly and safely.

## THE SOUTHERN RALLY—1954

Backwards driving is a good thing to practice once in a while and a little writing on the same lines is also salutory to an ink grimmed soul—so why not write up the Southern on the same lines—it may make the account look a little different from last year's!!

From the Competitors (32) to the Marshalls (numbers unknown)—Thank you for giving us such a good time, treating us with such good humour when we ask the way with a huge arrow under our snouts, helping us to read regulations that were in pretty basic English and we trust that you did not catch colds in your little noses, standing out in all the bitter wind full of dust from the wheels of our powerful motor cars driven by our clever selves.

From the competitors (32) to the men who did the real work. The gemini Bartleet/ Audsley who not only obtained the site, but also thought up the tests and then went and marked 'em out; nobley assisted by Tony Pressley driving Charles Long's van, which has now become part of the Lagonda competition equipè, taking all the necessary

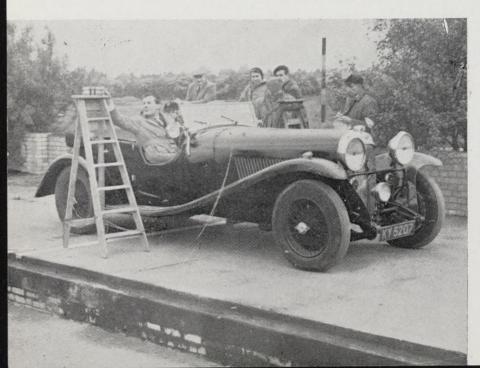
equipment to trials sites—we liked the drums painted in the Long-Lagonda racing colours!

It was perhaps noticed by some of the old stagers that the "paper" associated with the event was duplicated? This was entirely by the good offices of Peter Bartleet and his long suffering firm, who have allowed the club access to their duplicating machine—a very considerable financial saving and also allowing rapid production of results and such like. Our Treasurer is most pleased and from him, dear member, it is not easy to extract the flicker of a smile, let alone pennies.

From the competitors (32) to the Slough Borough Council—thank you for letting us use your ground again. It is indeed pleasing to find an authoritative body who are interested in road safety and prove it in their actions by encouraging the acquisition of driving skill and assist in such a practical way.

Of the eight tests a lot could be said, but the pages of the magazine would not stretch the distances so, selection will be practiced. Test 1, which involved removing four pistons (Audsley's reserve set) from one step ladder to another, a smart figure of eight, reharvesting the pistons and on to the finishing line, produced many efforts at labour-saving with little success—Peter Hunt cum 6½-litres of Bentley, knocked the whole lot over and Mrs. Audsley blew her hind off tyre, uttering very un-lady like language in the process, shocking Marshal Algy Poole who is a most well-brought-up lad.

Roddy  $4\frac{1}{2}$  Hill-Smith places a pretty piston in Test 1 under eye of Marshall Algy Poole.



Test 2 involved backing under the aegis of the Briggs family and the less said about

Lagondas backing the better!

Test 3. "Fast and slow" needed considerable mathematical genius to break level and as our Treasurer ran the wretched thing, it was impossible to cheat even a little, though Ponsford-Jones in a vast Rolls 4 minutes long tried to over-awe the custodian by his imperious chariot.

Test 4. Placing barrels, done by the passenger, to gauge the width of the car, despite the charmed tongue of Marshal O'Flahertie did little to improve driver/passenger relationship, for most passengers must either own buses or baby Austins. (Driver's opinion!)

Test 5. Driving backwards into a garage on the signals of the passenger only amused marshal Bussey but the drivers not at all; Ashley, Kirk and Langlois all appearing to have difficulty in interpreting their passengers' tic-tac efforts.

Test 6. Placing four discs to be covered by the car's four wheels. Appeared impossible, and all observed demonstrated this theory. The most elegant style was that adopted by Betty Hardwood piloting Wilby, who did a two act ballet before placing the discs—this

girl would go far in Swan Lake!

Test 7. Produced the last straw; for the drivers had to be polite to their passengers! in fact they had to unroll a piece of Mrs. Audsley's best stair carpet and usher their passengers into the car over this movable Most drivers were observed to threshold. bow as a further gesture though whether to hide a snarl or tear is not known. Dr. Young appeared to be particularly polite but then he's from Malaya, and medicine is not nationalised there!! Whether the drivers liked this test or not is debatable, but marshal Don Roberts, like little Audrey, laughed and laughed.

The organisation allowed all who wanted it. to have a second run, and from the comings and goings, it appeared that all availed themselves of this opportunity. It should be noticed that in the series of tests this year, an effort was made to assist the large car, and in particular the saloon; also that passen-



Mike Bosworth watches Kennard who secured 2nd place. Photo by James Crocker.

gers, who are usually carried to assist in the traditional wheel-changing, were made to earn their keep for a change—in all the tests were,

approved, and were certainly novel.

The evening was concluded by supper served with the usual courtesy and attention to the inner man at the Ferryboat Inn, Cookham—a hostelry which is most definitely promotorist and most long suffering, Mine Host in particular, giving us a most pleasant welcome.

Results of the Rally were declared during the evening and are :

Overall winner: L. S. Michael  $4\frac{1}{2}$ 

2nd: M. Kennard Talbot 3rd: P. Paines 16/80 Class A: Mrs. Nancy Audsley 11.9

Class B: P. Paines 16/80Class C: A. Young  $4\frac{1}{2}$ Rapide

Class D: M. Kennard Talbot

(It is regretted that full results cannot be given, but these have not, at time of going to press, been received by the Comp. Sec. from the organisers.)

#### Invitations to other Clubs Events

A considerable number of invitations are received by the Club to participate in other clubs invitation events. Though the Comp.

Sec. is aware of many members who might be interested, a number may have escaped his eagle eye, so if you wish to join the happy band of prospective invitees, let him know.

## Bentley Drivers' Club Silverstone Meeting July 31st

The Bentley Drivers' Club, very kindly, have offered to put on a special race for Lagonda cars ONLY, during their annual Silverstone meeting on the 31st of July. This event will be a five lap handicap, the handicapping to be done by those members of the LAGONDA CLUB COMMITTEE who

will not be competing themselves.

The club wish to make this event as much a display of all Lagonda models in good order as possible. Variety in entries is sought more than speed, and the owners of faster cars will cheerfully stand down to make way for more interesting and unusual entries should the race be over-subscribed. Thirty entries is considered about the maximum, twenty five ideal, and twenty about the minimum for which it would be fair to accept the B.D.C. invitation.

Apart from the great spectacle, and interest value, of seeing a large number of standard Lagonda cars, including saloons and dropheads, on the track together, the event will be the only ONE IN THE WHOLE YEAR in which Lagondas have an opportunity of competing against each other. Even in the

Dr. Young (Quack of Malaya) unrolls the carpet in Test 7. Many readers have wanted to know what he looks like!



V.S.C.C. and 8 Clubs events, Lagondas are always up against a variety of highly tuned, cut down sports cars, of repulsive apperance, and much better than standard performance; while the handicapping suffers from lack of specific knowledge of our cars and drivers. In this event, everyone will have a run for their money, against standard everyday cars all equally clumsy on corners, carefully and sensibly handicapped, including allowing for drivers' experience.

In order to put up a good show we need a number of additional entries especially among saloons, and dropheads, prepared to run closed.

At the time of writing, the following FIRM entries have been received.

$4\frac{1}{2}$ litre	Tourer			2
				4
$3\frac{1}{2}$ -litre	Tourer			1
3-litre	Tourer			2
3-litre	Saloon			3
16/80	Tourer			2
2-litre	Supercharged Tourer			2
2-litre	Tourer			4
11.9h.p.	Coupe			1
	Rapier C	oupe		1
	Rapier T	ourer		1
	Total			19

The bulk of the entries (including two Ladies) have little or no racing experience, and we think this is an excellent opportunity for anyone to make their debut. We are very keen to get some  $4\frac{1}{2}$ -litre and 2-litre saloons into the race and hope that owners of these cars will come forward and support this event. A factor which deters some people is tyres. A five lap handicap is NOT excessively hard on tyres and for the speeds of which the cars are capable, retreads are approved by the R.A.C.

There will be a special award for the winner, on handicap, of each capacity class, where there are more than five entries in a class. Should no class reach this figure, they will be grouped as follows: (A)  $4\frac{1}{2}$ -litre,  $3\frac{1}{2}$ -litre, 2-litre Supercharged. (B) All others.

We want to make a good show at this event, and if you think of entering, please do NOT do so unless you intend to turn up regardless of the weather. The amount of work put in by the organisers is far greater than people realise. For example, at the 8 Clubs Silverstone, no less than 250 amateur officials put in their time on the day of the race and the day before for many hours longer than any competitor. Boring jobs like looking after spectators' car parks, marshalling cars in the paddock are done for hours on end by people who never even see a race. Without their help, sometimes given in the most appalling conditions, these events could not be run, and they deserve our full measure of support, even at the cost of some personal inconvenience.

Send in your entries to the competition secretary AS SOON AS POSSIBLE. A special meeting of entrants will be held well before the 31st of July, which is intended to be of assistance to novices.

## THE 750 CLUB SIX HOUR RELAY

A team of six Lagondas is being organised to take part in the 750 Clubs Six Hour Relay race on 28th August. Each car will do approximately one hour's running, and we wish to field a representative team. We have been in touch with the 750 Club who are very keen that as mixed a team as possible should be entered.

We would therefore, welcome entries for this event, and we will also require "Lap scorers", "Time keepers", "Mechanics" in sufficient numbers to man the pit for the full six hours.

In view of the fact that cars may fall out due to mechanical failure, or illness of the owner, right up to the start time, we will also require at least three volunteers to act as reserve cars who will be prepared to have their cars on the spot in case they are required to run.

The above invitations offer an excellent chance for members to enjoy themselves and assist in the task of putting the Club's name on the competition, up and up, if not as winners, certainly as good triers and it is hoped careful drivers.

C. R-W.

#### PUB MEETS

THE RENDEZVOUS AT the Shakespeare Head, Oxford Circus, W.1., on 23rd April last was a most enjoyable one, there being a good attendance of members old and new from the Chairman downwards (if it is possible to descend lower than our Chairman!) There was Lagonda natter galore and the newly-published magazine, with its aggressive vellow cover was much in evidence, passing from member to member and last seen pored over (spell it the other way if you like) by the two barmaids.

At one point, Long, Bussey and Winkworth were spotted regaling themselves and their fair escortees with successive plates of cockles, mussels and whelks! Going from the sublime to the ridiculous (as they say) Long organised a small party which carried on the noggin-sinking (cockles not being obtainable) in the lounge of the R.A.C. Pall Mall. Here Mike Bosworth, just returned from wintersporting in Switzerland, was found playing truant and was shocked into disgorging genuine Celtiques by being confronted with his photo in the Spring magazine—he being quite unaware Rexford-Welch had taken it!

The date with the Aston-Martin O.C. at the Anchor, Shepperton, was notable for the excellent attendance of Lags. (the 3's and  $4\frac{1}{2}$ 's far outnumbering the 2-litres), the solitary Aston Martin representative (who apparently had arranged the meeting) and the appearance of Maurice and Dolly Leo, Don Roberts and Antony Hyde-East. There were other strange faces, too (you know what I mean!) but the large size of the pub and the big attendance of lay public made it very difficult to separate the Club folk from the lower orders and much of the Social intimacy of our usual

pub meets was missing.

There was something of the same disadvantage at the Ferryboat Inn, Cookhamon-Thames, after the Southern Rally where the intrusion of the general public made it difficult to contact any but the well-known faces who support bars on every arranged occasion. Special medal of this evening must go to Northern Secretary Henry Coates who had journeyed from Hull (let us hope some Southern members will be enthusiastic enough to turn up at Bawtry and Barnby Moor!). It does seem that if a large and popular Inn is chosen for a meeting, it should have several bars one of which can be named as a Club rendezvous if full advantage of pub meets can be enjoyed by all and particularly by new members who don't know many fellow Lagondamaniacs, which reminds me that the Hon. Secretary will be supporting the basement bar at the Shakespeare Head, Great Marlborough Street, Oxford Street, W. on Wednesday next week, 30th June (that will make sense only if the Editor and the printers keep to revised plans on publishing date).

PUB CRAWLER.

## LAGONDA-THE CLERGYMAN'S CAR?

A confession of faith by the Rev. Gerald Groves

There appears to be three Priests in the Lagonda Club, one in Carlisle—who sounds to me a bit like Friar Tuck; another, fairly well known to me, who is a Master at my old school in Ramsgate, and who must find a great access of "kudos" from the boys in his possession of a "Lag."; and finally myself, as the newest member of the three.

It seems to me that, being Clerics, we ought long since to have penned something for the Lagonda journal, but as my Carlisle confrere sends you his Parish magazine, no doubt that indicates that his pen is fully occupied! But surely the Schoolmaster should have produced something by now! I know he is a wizard with a hockey stick, and that he graduated with an honours degree in Geography at Oxford, both of which qualifications should have brought him into the columns of the LAGONDA at some time or another as an Arch-Navigator, instead of which he is clearly and simply an Artful

LAGONDA—THE CLERGYMAN'S CAR (cont.) Dodger.

So, with the Priest and the Levite having passed by on the other side! I am attempting the Good Samaritan Act!

R.C. Chaplain Disapproves

Most Club members will probably agree that a Lag. is a most un-Clerical motor. Everyone in the R.A.F. Chaplain's Branch clearly considers it most improper that I should have one, and, in conversation last week I heard from the R.C. Principal Chaplain of the R.A.F. that he had been responsible for the fact that one of his colleagues in the North (a former Lagonda Club member) had to relinquish possession of a Lag. in favour of a more modest vehicle; my face must have revealed great pain at this information, as he did his best to assure me afterwards that he was casting no aspersions on me! Incidentally, I can't help wondering why the R.C. Padre didn't continue as a N.O.M. (in the Lagonda Club sense, of course—no rudeness intended).

For the reason just stated—if for no other—it may be of interest to some of you readers to know something of the story of how I came to own a Lag., and what I think of it now I have one; the story could be a long one, had I nothing else to do but write it, so I will try to be both brief and entertaining.

#### Friend's Wife Had Cash

I eventually became the proud possessor of a 172 c.c. Francis-Barnett "TT" model in 1926, I certainly never dreamed that I might one day own a Lagonda of any type. Such a thought never entered my head until one day, late in 1950, I went into a garage in Cheltenham, and there saw the long, sleek. attractive monster which is now mine. But even then I could not buy it; instead I persuaded a Squadron Leader friend of mine to do so, which he did with alacrity and some his wife's spare cash; I felt part-owner from the start, and will never forget the day when, with fear, trembling and great excitement, followed by intense satisfaction, I first took the wheel "ground coffee", and eventually "stepped on it"!

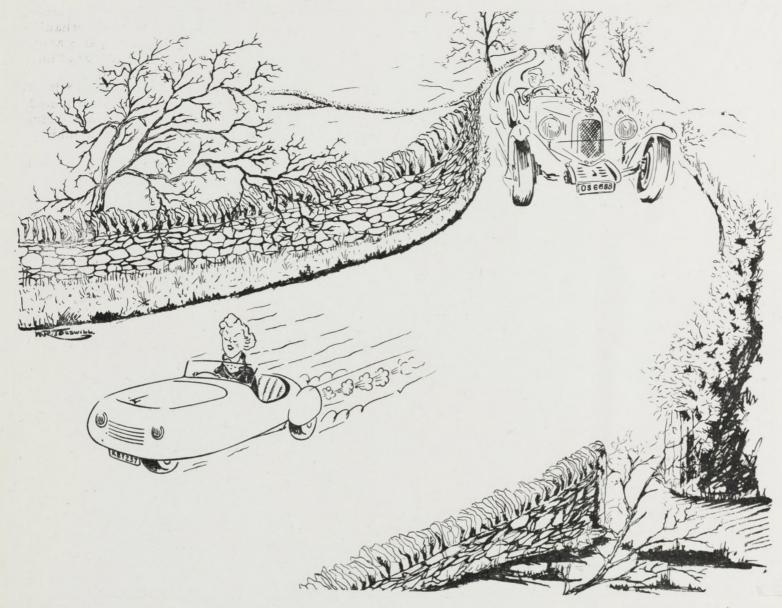
Came the day when my Squadron Leader friend was posted to the Middle East, and left the gorgeous beast in my care (it is, by the way, a  $4\frac{1}{2}$  pillar-less saloon of the M45 type): at that time tax, insurance and petrol made it impossible for me to do more than licence the car for more than the occasional last month in a quarter, but my prayers (together with thousands of others no doubt) were answered just over a year ago on the tax question, and, almost immediately afterwards, I was posted to my present job in which the Queen has graciously helped me to run the car-in fact a new speedo fitted last July now registers nearly 12,000 miles! You will have gathered that my Squadron Leader friend has now allowed me to become the owner.

Unpriestlike Oaths

Like so many of the Lag. owners I read about, my conceit of the car is frequently a commixture of near-worship and oaths and imprecations! The latter element predominates at the moment as the entire ignition system on both sides of the engine seems to have gone hay-wire (probably aggravated by far too swift passage through deep, snowy slush in the wilds of Hampshire), and I have had to enlist the help of an expert in the sphere of sparks. At various times I have renewed the radiator, set up the back springs, re-lined the brakes, re-wired the P.100's, cured the water-pump, and, for many months, feared the worst about the gear box; the latter has now received attention at the hands of L.G. Motors of 177 Archway Road (I have arranged no rebate of the bill I owe them, which they might consider in the light of this advertisement!), with valuable help in the way of a spare spigot shaft in the part of another Club member.

#### Job in Heaven for Forshaw?

At this point I would like to add my own eulogy to that of hundreds of others in unqualified praise of Forshaw's magnificent service as Spares and Tech. Advisor; I trust and pray that he may, at the remotest possible period, be put in charge of the Celestial Wagon Works—he clearly has moral, as well as technical, qualifications for the job!



"Now I know what they meant by 'Unusual Performance' in the advert!"

## FOR SALE

2-litre. 1932. Black Weyman Saloon. In excellent condition, mechanically 100%. Reason for sale given, Will meet anyone really interested.—£280. A. W. Jackson "Incrolasby", Fawkham Ave. New Barn, Longfield, Kent.

2-litre. 1931 Tourer. Engine and body completely overhauled at cost of £400. New hood, fabric and paint. One owner.—£300. R. A. Banks, 20 Newton Court, Kensington Church Street, W.8.

4½-litre M45. 1934. Pillarless Saloon. Engine and body in very good condition.—£300 or near offer. W. R. Hart, Park Gate Cottage, North Warn Borough, Nr. Odiham, Hants.

4½-litre. 1936. M45 Engine recently overhauled. This has been removed from a vehicle now fitted with a Diesel.—£75. Any test. Joseph Shaw, Market Place, Wakefield, Yorks.

3-litre. 1934. Pillarless Saloon. New Battery windscreen and roof. P100's resilvered. Laid up 1951-53. Now in regular use.—£190 o.n.o. Reason for sale, purchased 4½-litre. Some 2-litre and other spares available. W. J. F. Clarke, 14 Hambledon Vale, Epsom. Telephone 1843.
3-litre. 1934. Weyman Saloon in good condition.

3-litre. 1934. Weyman Saloon in good condition. Maybach selector special gearbox. Mechanically perfect, tyres, batteries as new. Seen by appointment. Monmouthshire or London. Photo available.—Miss V. Glasspool, Llansantfraed Court, Abergavenny, Monmouthshire.

**3-litre.** 1930. Tourer, excellent condition all round. Two owners only for 20 years.—Dr. H. J. M. Stratton, 21 Old Palace Lane, Richmond, Surrey.

2-litre. 1931 Tourer now unblown. Sound condition all round.—£200 o.n.o. Further details, J. Hindle Westmorland, L.D.S., 278 Wellington Rd. South, Stockport.

FOR SALE (contd.)

2-litre. 1928 High Chassis Tourer. Engine good condition, new Zenith. Chassis, wheels, tyres excellent. Reason: acquired 4½-litre.—£175 o.n.o. S. R. Hill-Smith, 82 Clarence Gate Gardens, London, N.W.1.

16/80. 1933 Pillarless Saloon, engine recond. 1951, ENV Wilson gearbox recond. 1953. Scintill mag.; S.V's; wheels; tyres; brakes; electrics and transmission good. Body poor. Reason: acquired 4½-litre.—£100 o.n.o. N. H. Bovey, 9 Kensington

Gate, London, W.8.

2-litre. 1932 Low Chassis Wyman Saloon. Recent new crownwheel and pinion (4.2:1) and Z type gearbox, rear drums replaced but front brakes need attention. 36VH Zenith overhauled by makers giving 27 m.p.g. at 55 m.p.h. Oil pressure O.K. Rear springs replaced. Now undergoing professional coachwork overhaul. Genuine reluctant sale.—£200. D. K. Payne, The Ledgers, Park Road, Stoke Poges, Bucks.

2-litre. 1929 Tourer, has had much care lavished on engine and transmission. Body not good, but spare body available with hood etc.—£160 to a kind home. C. Letcher, Milky Down, Ringwood,

Hants.

2-litre. 1932 Weyman Saloon Engine. clutch, brakes, gearbox, wheels and body overhauled during last year.—£170 o.n.o. Some spares available. P. R. Crewe, Chanel, Lower Hyde, Shanklin, I.O.W.

**2-litre** (a) 1931 Special, on shortened chassis 8 ft. 10 ins. w.b. Blown engine extensively overhauled. 2-seater ex Aston Body. Roots blower being fitted, 2 new tyres, and 2 Dunlop remoulds.—

£150 o.n.o.

 $(\tilde{b})$  1929 8 ft. 6 ins. chassis, engine, gearbox, back axle 4.2 : 1, body ex Bosworth to be fitted.—  $\cancel{t}$ 40 o.n.o.

(c) 1931 Engine dismantled many spares.—£30. D. P. King, "Linkside" Colchester Rd., Harold

Wood, Essex.

16/80. 1934, 4 seater Tourer V.D.P. First class condition. E.N.V. preselector and magneto recently overhauled. Tyres good. Reason for sale, acquired 4½-litre.—£220 o.n.o. Dr. J. G. Rider, 10 St. Georges Av., Dunsville, Nr. Doncaster.

Rapier. 1934, 2 seater, professionally built light aluminium body. Laystall crank, 4-branch exhaust. Recent electrical overhaul. Reason for sale—MARRIAGE.—£180 o.n.o. D. O. Evans, 20 Trumpington St., Cambridge.

## RECOMMENDED PORTS OF CALL

## THE SADDLER'S ARMS

New Yatt, Witney, Oxon.

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DOUG. PRICE (3-litre)

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Fully Licensed.

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GAY ... INTERESTING ... UNIQUE

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Sea Food Restaurant and Fish Bar

34, UNION ST., MARKET PLACE KINGSTON-ON-THAMES

11.30 a.m.—2.30 p.m. 5·30 p.m.—10.30 p.m. Closed on Sundays

Fish and Chips à la môde!

SHELLFISH - OCTOPUS - SEABURGERS

## THE THREE-LEGGED CROSS

(both a location and the name of an Inn)

WARFIELD, near BRACKNELL, BERKS.

THE INN

JACK and JOAN NICKOL offer

DRINKS-SNACKS-A SMILE

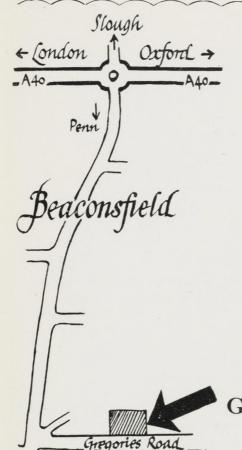
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Service for Lagondas and Vintage Cars

A CONVIVIAL RENDEZVOUS FOR CLUB MEMBERS AND VINTAGENTRY



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## INSURANCE SERVICE TO LAGONDA OWNERS

In about eight cases out of ten my rating and lack of policy restrictions for Lagonda cars is infinitely superior to anything being obtained elsewhere.

It is as well, therefore, for owners to ask for a quotation around renewal time as it is likely to result to our mutual advantage.

## ANTONY HYDE-EAST

INSURANCE BROKER-

9 WALDEGRAVE ROAD, TEDDINGTON, MIDDX.

TELEPHONE MOLESEY 6222

# FORTHCOMING EVENTS

- Saturday, 26th June: Northern Rally

  Bircotes ex-aerodrome, near
  Bawtry A.1., afterwards at the
  Old Bell, Barnby Moor.
- Wednesday, 30th June: Pub Meet, Shakespeare Head, Gt. Marlboro Street, W.1. 6.30 p.m. Basement Bar
- Sunday, 4th July: Aston Martin O.C. Sprint Meeting, Braintree
  Invitation event. See next column.
- Saturday, 24th July: Aston Martin O.C.
  "St. John Horsfall' Meeting,
  Silverstone
  Invitation event. See next
  column.
- Saturday, 31st July: Bentley Drivers, Club, Silverstone
  Invitation to our members to participate in Special 5-lap Handicap for Lagondas only. Handicapping being done by noncompeting members of Lagonda Club Committee.
- Saturday, 28th August: 750 Club
  6-Hour Relay
  Invitation event for a team of six Lagondas.

# A Sunday in September! ANNUAL GENERAL MEETING

and Concours d'Elegance

This year the venue is South of the Thames. Date and details to be announced later.

Saturday, 6th November: November Handicap Details later.

## STOP PRESS

The Aston Martin Owners Club have extended invitations to two very excellent meetings in July, and as there should be something for everyone, it is hoped that members will give as much support as possible.

4th July Sprint Meeting in Essex
This will be a 1 kilometre sprint at the U.S.A.F. airfield at Wethersfield near Braintree, run at the instigation of the Americans and their keen and practical interest in this event should produce a good day's sport. The cars will run in pairs and as there are about 20 different classes for pre- and post-war cars, everyone will have a reasonable chance.

24th July "St. John Horsfall" Meeting— Silverstone

This will include a wide choice of

This will include a wide choice of scratch and handicap races and a High Speed Trial. Of particular interest is the "David Brown Relay Race" for teams of 3, one make cars and the Club is particularly anxious to raise a team for this.

This meeting, being one week before our Lagonda handicap race at the Bentley Drivers' Meeting, should be very useful practice.

Offers of assistance by members, with or without experience, to help run the meeting, will be welcome. (To Hon. Sec. of Aston Martin Owners Club, A. Bowman Stewart, 45 Rutherwyke Close, Stoneleigh, Ewell, Surrey). Paddock Passes are available to all who want them.

Full details, regulations and entry forms are available from M. H. Wilby, 4 Lancaster Garages, N.W.3.



# Hon Secretary, M. H. WILBY, 4, LANCASTER GARAGES, HAMPSTEAD, N.W.3

It is the intention of the Club to overhaul and bring up to date the Register of cars owned by members.

To make this possible will you please give the necessary details of your car below and return this card without delay.

Model	Engine No
Year	Chassis No
Registration No	Capacity c.c.'s.
Type of Coach Work	***************************************
Special or Interesting Features	0.0000000000000000000000000000000000000
Name	Address

## PRINTED MATTER

W. HARTOP, Esq.,

MEAD COTTAGE,

MANOR FARM,

SUNDON LUTON, BEDS.

## PRINTED MATTER

W. HARTOP, Esq.,

MEAD COTTAGE,

MANOR FARM,

SUNDON LUTON, BEDS.

## BENTLEY DRIVERS CLUB Ltd.



## SILVERSTONE MEETING

31st July, 1954

## SPECTATOR'S PASS

ADMITTING TO SPECTATORS' ENCLOSURE

## ADMISSION FREE

Parking - Cars 10/- Motor Cycles 2/6

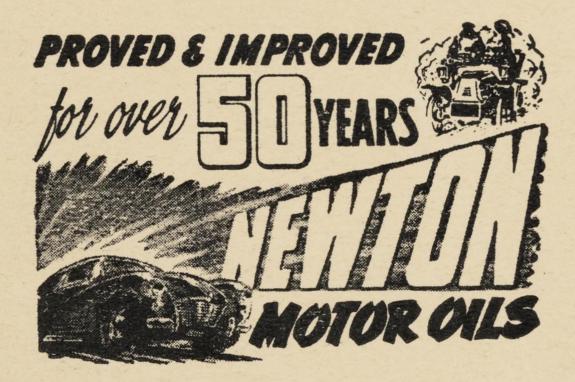
## MOTOR RACING IS DANGEROUS

and Spectators attending at this track do so

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C. H. D. BERTHON
Secretary Bentley Drivers Club Ltd.





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