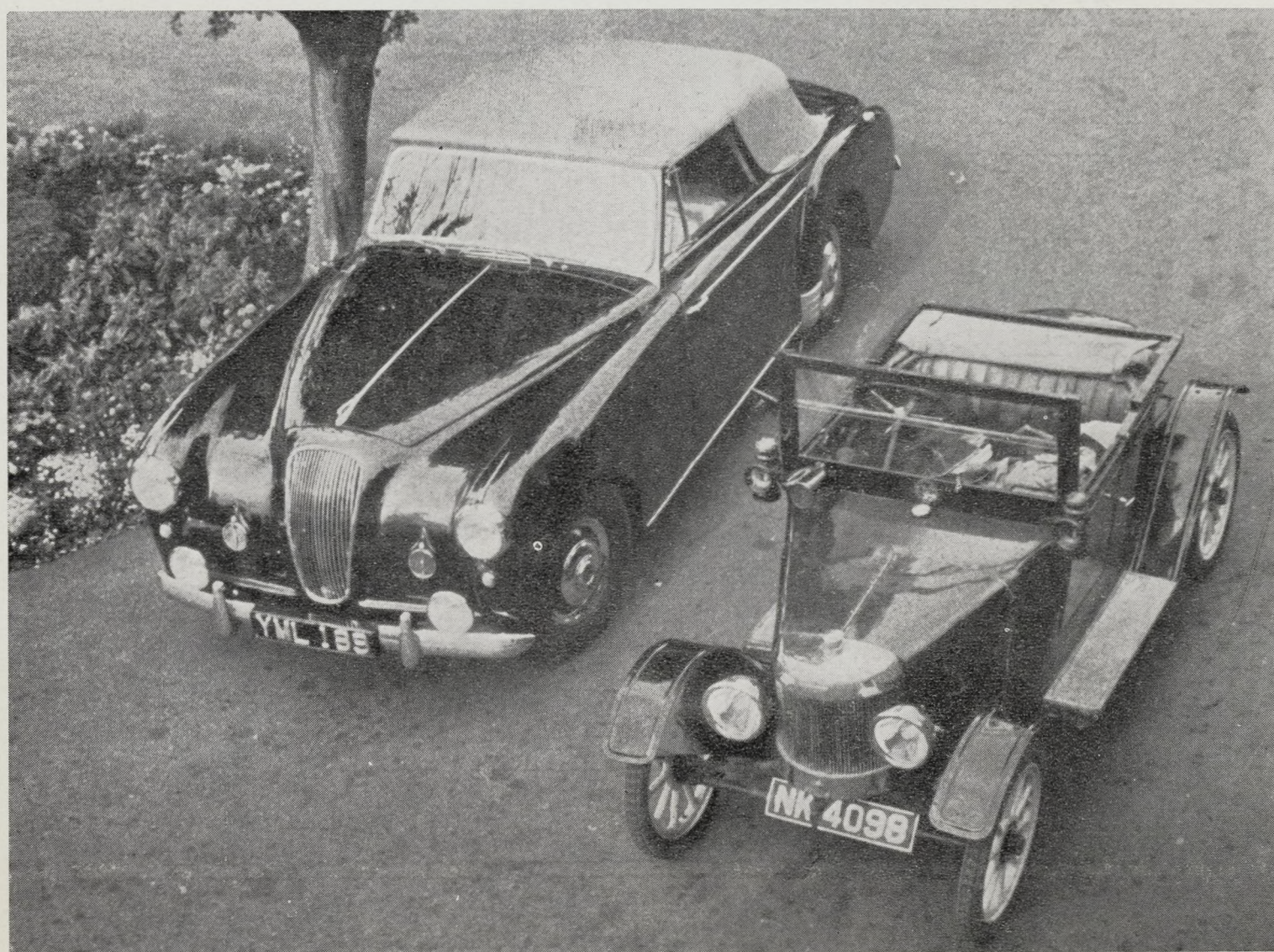


No. 15

Winter 1954



THE SEASON'S GREETINGS TO ALL MEMBERS



THE LAGONDA CLUB

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

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

Patrons :

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

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P. G. BARTLEET R. H. PAINES L. S. MICHAEL

Spares and Technical Advisor :

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Parkstone 3149.

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Hill Farm,
Swine, near Hull.

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Midlands Hon. Sec. :

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34, Union Street
Kingston-upon-Thames, 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, 34, Union Street, Kingston-upon-Thames, Surrey.

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OUR COVER PICTURE—Dr. Rexford-Welch's photograph of the high spot of the Annual General Meeting at Brimpton Grange, Oxon. Shows J. Stirling's 1954, 3-litre, David Brown Lagonda beside 1913 11.1 h.p. Lagonda cabriolet of Arthur Jeddere-Fisher—the former a near replica of the car supplied to H.R.H. The Duke of Edinburgh, and capable of an easy 100 m.p.h., the latter wonderfully preserved and well groomed and still a reliable runner.

J. STIRLING.

ARTHUR JEDDERE-FISHER.

GOOD MAN WANTED

The Club needs a capable Honorary Secretary at once.

Owing to the fact that he is no longer able simultaneously to carry out the duties of the Hon. Secretaryship and meet the requirements of earning his daily bread, Mike Wilby has been obliged to resign.

There is no doubt that the present virility and success of the Club owe much to the hard work put in by Mike during his year in office. Thank you, Mike, for a good job well done.

It is a pity the Committee have not yet been able to appoint a successor. Is there not a member who has the qualifications, the will and the time to take on the Secretaryship so that none of the impetus of the Club's upward and forward surge during the past year may be lost?

LONDON "PUB MEET"

There will be another informal pub meeting at the "Coach and Horses", Avery Row, (off Bond Street, W. or behind Claridge's) on Wednesday, 19th January, 1955, at 7 p.m. Good parking outside.



These fine photographs by Geoffrey Walker, who secured 4th place in the Concours, show the impressive line-up at the A.G.M. at Brimpton Grange.

THE RETIRING HON. SECRETARY REPORTS ON THE ANNUAL GENERAL MEETING FOR 1954

THIS YEAR the 3rd October found the A.G.M. being held at Brimpton Grange Hotel on the main London to Oxford road. The choice of the venue was to give the Midland and Northern members a somewhat easier journey than in previous years and they returned the compliment by turning up in goodly numbers.

By one o'clock some 70-80 Lagondas were making an imposing line in the drive. They ranged from a 1913 11.1 to a 1954 3-litre drophead coupe driven by Mr. Stirling, a director of Lagonda Ltd. A special car park was created for members who arrived in sub-normal motor-cars but they all had the decency to come and admire the impressive line up.

While an excellent lunch was taken, the judges of the Concour, Barclay Inglis and John Ching set to work. Their task was not easy owing to the very high standard of the

Lagondas on show, but eventually they decided the first four as follows :—

- | | |
|---------------------------|---------------------|
| 1st. G. A. Seaton | 3-litre Tourer |
| 2nd. Mrs. W. T. Franklin | V12 Coupe |
| 3rd. C. P. Hamilton-Adams | V12 Saloon |
| 4th. G. E. Walker | 2-litre Continental |

Tourer

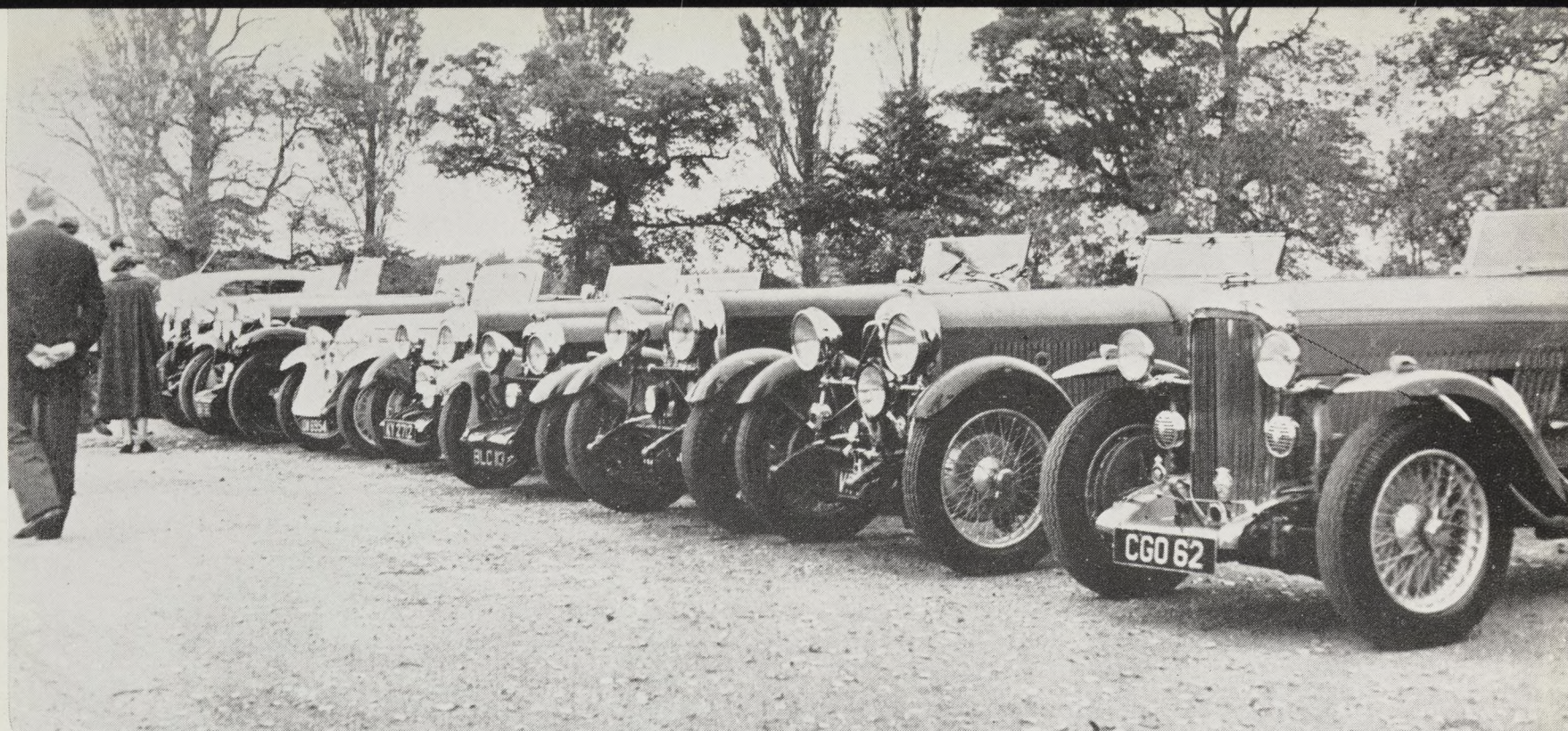
An award for first place in the Concours d'Elegance will be presented at the prize giving at the Christmas party.

Tea having been taken the A.G.M. started promptly on time and the reports were as follows :—

Hon. Secretary

The Hon. Secretary opened by offering an apology for the lateness in sending out the notice and for the fact that it seemed likely that some members had not received one at all. All this was due to circumstances beyond his control but steps were being taken to prevent a re-occurrence of this nature.

He expressed regret at having to resign at the end of the year, but his year of office had been made easier by all the help received, particularly in the matter of typing.



During the period between 1st January and 1st October, 119 new members had joined, making a total of 590.

A certain amount of this increase was due to the "Lagonda Club" cards used by members. In spite of this increase in membership, running costs were still high and the magazine in the new and excellent form absorbed a large proportion of the annual subscriptions.

There had been a full and varied programme during the year and all events had been very well supported by all models and the Pub Meets of course, by the members.

This year it is hoped to improve and standardise the awards won throughout the year and these will be presented at the Christmas Party on Wednesday, 15th December.

The Committee had met faithfully once every month and as only one nomination for the Committee for the coming year had been received, it was assumed that the running of the Club satisfied the members.

Amongst other important points dealt with during the year was the question of amalgamation with the Rapier Register. After much discussion the Register decided that they would rather remain as a separate organisation but would, of course, as in the past, welcome Club members with that model.

Hon. Treasurer's Report

The balance sheet and income and expenditure account were circulated and the various points explained.

The Treasurer pointed out that although there had been saving in some directions, the magazine had cost more to produce and that if it was desired to maintain the higher standard of publication then the subscription would have to be raised to cover it.

The loss on Competitions was due almost entirely to the high running costs of the November invitation event in relation to the relatively small entry. A larger entry was expected for this year.

The acceptance of the accounts was proposed by F. Winkworth and seconded by M. Leo.

Hon. Competition Secretary

The Hon. Competition Secretary reported a good year on the sporting side. The entries in the Club's own events and competitions run by other Clubs to which we were invited, showed a considerable increase over the previous year. It was particularly gratifying to see new members taking part and being successful.

The Club had now collected some good,

ANNUAL GENERAL MEETING (contd.)

permanent equipment which was in the care of Chas. Long, and every effort would be made next year to give the members all they wanted in competitions, both sporting and social.

Members were asked to put forward any ideas they had on the question of type of competition they required.

Spares Registrar

The Spares Registrar made his usual witty and topical speech on the problems and trials affecting his side of the Club.

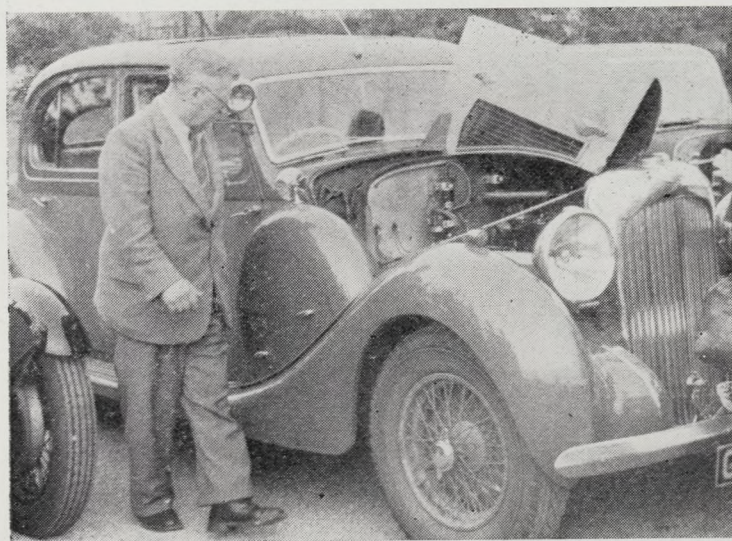
The correspondence now entailed writing 2,000 letters a year which, coupled with the members who called in search of advice, necessitated devoting a considerable amount of time to Club affairs.

The Registrar complimented the members on the high degree of maintenance evident on the cars at the meeting and made a plea for the careful preservation of these fine vehicles.

Amount of Subscription

It was unanimously agreed that it was desirable to maintain the standard of the magazine and accordingly the annual subscription should be raised as follows :—

Husband and Wife	£1 10 0 per annum
Normal Rate	£1 5 0 per annum
Overseas	12 6 per annum



"Poppa" Hughes gives his V.12 a last look

Election of Officers

All officers were re-elected with the addition to the Committee of R. H. Paines.

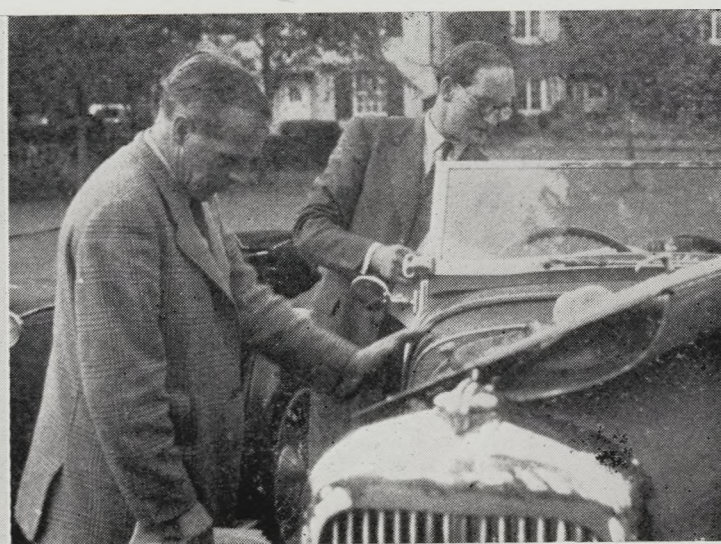
Any Other Business

Dr. Pinkerton suggested that notices and regulations of the various competitions should be sent out as soon as possible to enable consideration before the closing date for entries. The Chairman agreed and replied that every effort was made to despatch these rapidly but that often there was delay in receiving them from the inviting clubs.

G. Sanders suggested that most members, when borrowing technical and other publications from the Spares and Technical Advisor, had a copy taken for their own use. If they had as many copies taken as possible and sent them to the Technical Advisor they would then be available to members without typing facilities.

Chairman's Summing Up

The Chairman, in summing up, paid tribute to all who had contributed to the smooth running of the Club during the past year. The A.G.M. had been organised by Peter Bartleet, assisted by Doug Price and Alan Audsley and to them went the credit for a most enjoyable day. Thanks were also due to Barclay Inglis and John Ching for



Barclay Inglis and John Ching adjudicating

judging the Concours and announcing the results so speedily.

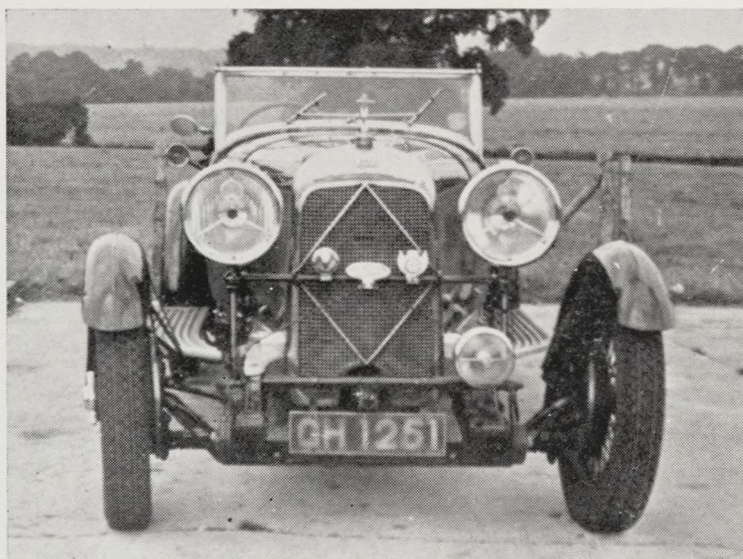
The Chairman stated that although the A.G.M. was now closed, an informal party would be held at the Saddler's Arms under the direction of the landlord, Doug. Price.

* * *

The Hon. Secretary, having pressed on very speedily to the Saddler's Arms, was somewhat shaken to find about 20 Lagondas already outside. He was forced to the conclusion that if members navigate as well as that in the November handicap then a Lagonda should win!

The success of the party may be judged by the fact that the majority of people only left when the lights were put out and it seemed a pity that A.G.M.s only happen once a year.

M. H. WILBY.



1954 CONCOURS WINNER

Geoffrey Seaton's immaculate 1930 3-litre was a worthy Concours winner. In really outstanding condition, it is difficult to believe the car was a near-derelect only three years ago and was acquired because the buyer "was sorry for it!"

ANNUAL GENERAL MEETING BRIEFS

Surprise No. 1. Few members knew of the presence of Club Patron Air-Vice Marshall Sir Alec Coryton who was spotted by a few, but, alas, wandered unrecognised by many.

★ ★ ★

Surprise No. 2. Tortoise Taylor arrived resplendent in an elegant 4½ drophead acquired only a matter of hours previously. Presumably his Morganitic marriage is dissolved!

★ ★ ★

The Scarlet Woman had Overy trouble! Neither was present as the latter forgot about the end of day-light saving!

Ayres and his fire-engine-red high-chassis 2-litre spent the night in a ditch at Henley on Thames after following Gostling from the Saddler's Arms. No accident, however. Ayres' dynamo had packed up and camping until daylight seemed easier than trying to make home.

★ ★ ★

Member specially welcome was Jean Sulzer from Switzerland. He has the only Rapier in Zurich.

★ ★ ★

Lord O'Neill's Ulster T.T. 4½ attracted many envious and admiring glances.

Odd Occurrence

BY CHARLES LONG

Illustrated by G. W. Allen

I don't believe in ghosts, do you? I don't think anybody believes in ghosts in broad daylight, or in a brilliantly lit room with lots of other people. But it's an extraordinary thing how one's point of view changes in different circumstances—it doesn't seem nearly so difficult to believe when you're alone, in the dark, in the early hours of the morning, and you're cold and tired, and somehow you're clothes don't seem to fit, and God doesn't love you any more and you want Mum.

My navigator and I felt rather like this a couple of years ago when on the Lagonda 24 in the Welsh Marches. You may remember that Rally—it was especially designed as a nice easy, straightforward “do”, one that would not put any undue strain on driver or car, “bring the kids along” sort of affair. . . .

Well, about three o'clock in the morning the easy-going nature of the job was beginning to tell on the delicate constitutions of navigator and self. What with trying to climb mountains in places where there was no road, driving into ploughed fields with all the consequent joy of driving out again, and so on, we were feeling the tiniest bit despondent. We had by this time become quite lost and were driving along a narrow lane, a lane a little wider than my 2-litre, bordered either side by high banks surmounted with a hedge—in fact, in the light of the headlamps it was for all the world as though we were driving through a tunnel. We hoped that sooner or later we would come to some point from which we could orientate ourselves afresh. In any event, we had to go down the lane as there was no way of turning round.

So there we were, driving along this lane, with both of us peering intently ahead hoping to pick out some guide to help us, when suddenly there appeared two large black dogs. When I say suddenly, I mean just that. One



moment empty lane, next second, two large dogs. They were trotting down the lane in the same direction as us, close together, in perfect step in a purposeful fashion.

“Good God, d’you see those dogs? Where the devil did they spring from?” said my navigator in somewhat startled tones.

“Yes. I wonder Harry . . .” my reply trailing off into silence as we, automatically slowing up, regarded them.

Where had they come from? My headlights were lighting up that lane for 250 yards or more, and those dogs had come into the picture in the middle of the headlight beams. And there they were, trotting along in their steady manner, undisturbed by the noise of the car on their heels—and that’s enough to scare anyone.

“They’re not dogs, you know, Harry, not real dogs”, I said after some deliberation. “Real dogs, dogs from respectable homes, nicely brought up dogs, are not out at this time of night, miles from anywhere. And even if it were so, you would hardly be likely to find two jet-black dogs of the same size out together. No, Harry boy, they’re not

honest-to-goodness bow-wows."

Harry's voice was awed. "What sort of dogs do you think they are, Charles?"

"They're not dogs at all. They're evil spirits in the guise of dogs, come on earth for a brief time to collect the soul of some miserable sinner to take back to the Pit for torment."

"It looks very much like it, Charles. What are we going to do?"

I stopped the car. "I'm waiting here for a few minutes and we'll let them get on with their business. I don't want to overtake them. I'd rather have them in front of me than behind". I switched off the engine, and it went awful quiet, while we watched those two unswerving creatures of the night disappear in the loom of our headlights.

Thirty seconds later the nerves of both of us were shattered for the rest of the night by the raucous hoot of a wretched owl at about $2\frac{1}{2}$ yards range. Two haggard men limped their way through to the dawn and slunk back to Malvern and liquor.

During the months to come I told this story many times, trying to convey to my listeners something of the oddness about those two dogs. Then one day, browsing at a second-hand bookstall, I came across a book entitled *The Queer Side of Things*, which I



purchased for 6d. To my great surprise, on the second page of the book I found the following :—

"Among the many varieties of ghostly tales current in Wales years ago, perhaps the most curious were those relating to uncanny animals, and many places were said to be haunted by such creatures. Sometimes they were hell-hounds strayed from the pack of Gwyn ap Nudd, Lord of the Underworld, that came up snuffing and crouching round the dwellings of *those about to die* ; occasionally they were visible as *slinking, cruel-looking black dogs*, but ordinary people (without second sight) could only hear their melancholy howling. By some it was thought that the souls of wicked men assumed the form of dogs after death, doomed to haunt certain places, such as crossroads, open moors, or *dark lanes* for ever."

You see what I mean. It's all very odd, isn't it.



G. W. Allen ~

correspondence

6th November, 1954

Dear Sir,

The pen is mightier than the sword. Bearing arms myself there is no one in a better position to support this statement. It may seem strange that I should be sitting in my celibate quarters on this Saturday evening writing to you, the Editor of our excellent magazine. The reason is not far to seek. On the table in front of me is one stamped and addressed envelope bearing the respected title "I. Forshaw, Esq.". I always append the "Esq." but were I in a position to deliver the accolade I would do so with alacrity and the greatest pleasure. Outside in the November darkness, a light brine-drenched rain drips on two Lagondas. There is no garage covering and their defects are there for the world to see if it so seeks.

If I had the courage to go out into the darkness I could easily drive away in one after :—

- (a) Changing over the starter motors.
- (b) Pumping up two tyres and changing wheels.
- (c) Siphoning petrol from one tank to the other.

All the above begs questions : Why should the makers have built-in a practical joke in the starter? The open car is not so bad, one can always drape one's legs out of the car and there is a reasonable amount of free light to show why the Bendix ought to ruddy well go in. In the other—the saloon, long suffering and good humoured as I am, I defy anybody to put in the starter with a light heart. That blasted great floorboard with the seats that never seem to slide off! With advancing years I find it increasingly difficult to stand up-side down in a sort of inverted spin position for longer than an hour at a time.

Pumping up tyres is all right but who designed those wheel discs with the swan-necked shade air pipe? Somehow something

always sticks somewhere and the air doesn't pump into anything except all round the spokes.

Finally, a chap never carries a tube long enough to siphon petrol from those enormous 20 gallon tanks. I suppose the answer is, never run your car permanently on "Reserve" and carry more petrol. If I were that rich I would not have to siphon, anyway. Finally, who wants to drink beer in the "Motel" near Sellenge after a petrol mouth-wash? Incidentally, I have no shares in the "Motel" its just a good pub and eating joint anyway.

As it is I sit here writing to you whilst all the Subalterns have all dashed off in those dreary little cars they seem to run which in a maddening sort of way always *do* seem to run!

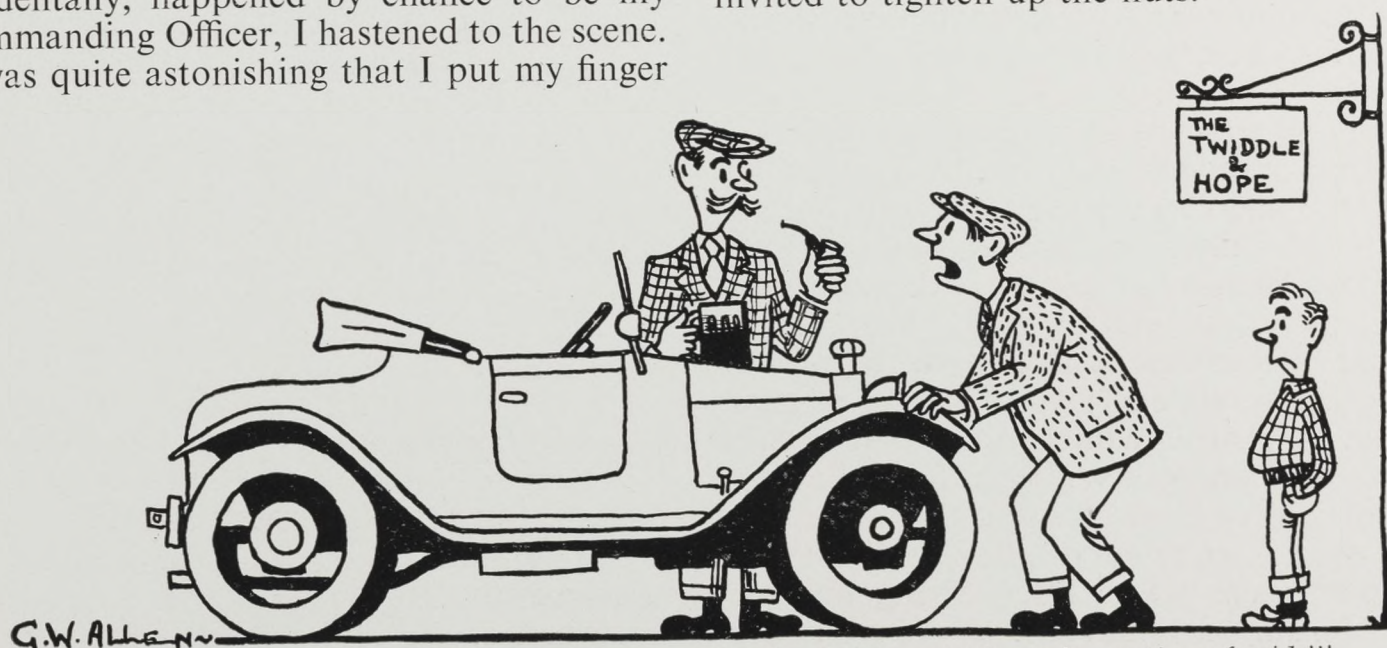
Before the recent war I always envied those chaps who owned Lagondas. They were always accompanied by extraordinary lovely girls who were so much better looking than my latest model. This year I was talked into buying a Lagonda by a Club member. Having acquired the car I joined the Club—yes and even recruited another member, myself. Things were certainly looking up when, by good fortune, I acquired a second Lagonda. Thus equipped I thought there was nothing to stop my progress, but this turns into a literary *pons asinorum*. How many can afford to run two Lagondas and one of those lovely girls I used to worship before the war? Moreover, time has marched on and my charms have also faded and I have no doubt that those lovely girls are now all happily married to those chaps whom I envied in those pre-war days.

I promise, therefore, that with Forshaw's help I will attend the next Club Rally, meeting or what have you to make the acquaintance of those envied chaps and their wives. To my shame I confess that I have never yet been able to meet the many Club members and in particular that distinguished company of

gentlemen whose names appear in the magazine so frequently. The Club is obviously held together by this gallant band of members whilst I have remained a dull outsider subscribing nothing other than a regular subscription and a series of infantile complaints and questions which are sent with monotonous regularity to Parkstone (which is in Dorset, I understand). Having had the impertinence to write all this drivel until the hostelries are now closed, I would like to add a particular word of praise of the work of Ivan Forshaw. He has never failed to treat my many letters with charm and promptitude. More particularly the smallest detail has been painstakingly explained to me in words which my non-mechanical brain can grasp. In the days when I owned uninteresting little cars, garage-owners waxed rich and retired at an early age on the proceeds wrested from me for work allegedly carried out. Now with Forshaw's help I am able to save garage fees, afford Lagondas, and occasionally "cut a dash" by having them on the road. Having become an owner, nothing will now make me change except to bigger and better ones—who has never dreamed of owning a 4½ that really goes?

In conclusion, let me tell you a rather long uninteresting story. A few months ago the wife of a friend of mine rang me up and stated baldly, "the car won't start". Anxious to please this charming lady whose husband, incidentally, happened by chance to be my Commanding Officer, I hastened to the scene. It was quite astonishing that I put my finger

on the trouble straight away—the Bendix spring was broken. A quick dash into Swansea, a modest 36 mile round trip, secured a spare. Now that Bendix came out quickly enough. I was given lunch and rushed outside to complete the job, my morale being well up. Things had been coming too easily to me. By 4.30 I went into tea, oil and blood oozing from every knuckle, dirty, hot, and in an incredibly bad temper. (I did not do a complete tour of Regimental Adjutant for nothing, and seven years in India plays hell with the liver—Indian papers please copy for the information of Club members abroad.) At 5 p.m. I resumed the unequal contest, but with a difference. The charming son of the home appeared and sat down on the back seat. Up to that point I had been using, quietly but with venom, the filthiest and most obscene language this side of Suez. Believe it or not, this child has the most wonderful golden, curly hair, an innocent look and eye lashes which will just "flay 'em" in about 9 years time or earlier if he really tries. Grimly, or purposefully I picked up that Bendix drive, and as I did so this wonderful boy said, "If I get a spanner is there anything I can tighten up, Sir?" What can one do except say casually, to this guileless question "Not yet, old chap. When I've got this thing in". I leaned forward and with a quiet prayer inserted the end of the drive in—and it fitted snugly—first time! The young man then was invited to tighten up the nuts.



"It invariably starts on half a turn, but I usually give it ten or twelve to be on the safe side!"

CORRESPONDENCE (cont.)

Having subscribed so little to the Club, may I offer this advice about fixing the Bendix. "First get one young boy . . . If you want this particular boy, I can give you his father's address in India. If you want the car to try on—it's outside in the rain."

I don't want to drink beer any more now and the dogs want to go for a walk anyway.

Goodnight and God Bless,

HUGH MERCER,
Major.

1st Bn. East Surrey Regt.,
Moore Barracks,
Shorncliffe, Kent.

27th November, 1954.

Dear Sir,

By courtesy of your Committee, I receive THE LAGONDA regularly, and must congratulate you and The Lagonda Club on its quality and contents.

I feel, however, that I must take exception to the remarks in your editorial paragraph headed "Criticisms" in the Autumn 1954 issue.

While I should be the last person to claim that the handicapping done by this Club at its race meetings is perfect, so few Lagondas ever compete at them that until recently we were very short of information as to lap times, speeds etc. Your Secretary, however, has recently very kindly made good this lack by sending us lap times at Silverstone for several representative Lagondas, and with his help, we hope to improve things considerably in 1955.

It is, however, your indefensible suggestion that any reputable club would, in your own words, wish "to keep its pots and honours for its own members" and your reference to bad manners which I particularly wish to refute.

Apart from the slur upon our reputation, which I am sure our Committee and members would strongly resent, I must point out that our race meetings are always "closed events" i.e. open only to our members, and that there can therefore be no question of giving preference to members or "restraining the hand that pens the invitations".

I should be glad if you would kindly publish this letter in your next issue in order to correct any misconceptions which your rather equivocal remarks may have aroused in the minds of your members.

Yours faithfully,

T. W. CARSON,
Secretary.

The Vintage Sports Car Club Ltd.

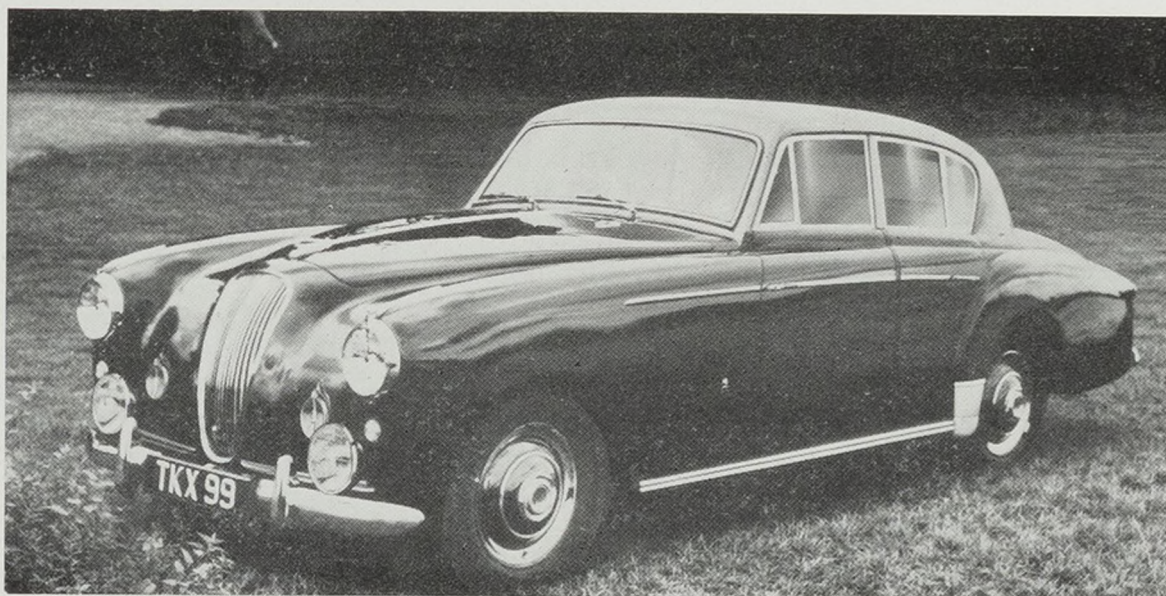
NOTE :—It is very obvious that the passages to which Mr. Carson takes exception could not refer to the V.S.C.C. as that club's events are for its own members only. Mention of the V.S.C.C. was made only in respect of unfair handicapping of Lagondas at V.S.C.C. events about which many members have expressed themselves somewhat strongly. At the Bentley Driver's Silverstone last July, two Lags. entered the Vintage Handicap. Scato's 2-litre was off the 53-second mark as was the winner's 4½-litre Bentley! Maurice Leo's blown 2-litre was off 33 seconds. "The organisers were at pains to make it known that the handicapping had been done by the V.S.C.C." wrote Barclay Inglis in his report of the race. Despite the fact that, after the Bentley Driver's Club, we are the largest club predominantly vintage or post-vintage-thoroughbred in membership, the V.S.C.C. completely ignored us in the organisation of the Anglo-American Vintage Rally and it is not surprising that "Disco Volante" in our last issue should have written "There is a strong feeling in our club that the V.S.C.C. just dislikes Lagondas in general and the Lagonda Club in particular"—a statement Mr. Carson must have read but which he does not refute nor comment upon in his letter complaining of statements which could not possibly refer to the V.S.C.C.—ED.

POSTCARD :

Congratulations on the autumn number of THE LAGONDA.

W. STUART BEST.

Manor Farm,
Godmanston,
Dorchester.



THE 1955 LAGONDAS

THE LAGONDA STAND (No. 136) at this year's Motor Show featured the **New Four-Door Saloon** (seen above). Of this, the David Brown organisation says in providing superb comfort and the best in dignified contemporary styling, this 4-door saloon is visualised as the modern touring car par excellence for the senior business executive—for business and for social occasions. Performance : approximately 100 m.p.h. and 20/23 m.p.g.

Four-door saloon coachwork by Tickford Ltd., easy of access to the rear seats, magnificently appointed employing the finest of finishing materials, best English leather, polished burr walnut facia and finishers.

New Design Features for all Lagonda Models (4-door, 2-door saloons and drophead coupe).

- a. Servo-assisted hydraulic braking gives immense and smooth stopping power with easy pedal action.
- b. Anti-roll four-wheel independent suspension.

Feature Summary (applicable to all three Lagonda models)

- a. Engine : six cylinders ; 2,922 c.c.s. (178.32 cu.in.) capacity ; twin overhead camshafts ; developed and proved in the DB3S Aston Martin competition car. 140 b.h.p. at 5,000 r.p.m.
- b. Positive steering—characteristic of the rack and pinion design.
- c. Hydraulic jacking system built into the

chassis. Clean and easy to operate.

d. Unique 4-wheel independent anti-roll suspension system on rigid cruciform chassis frame.

e. Fittings include : radio, fresh air heating and demisting unit, twin fog lamps, and windscreen washers.

f. Flat floors for front and rear compartments, and luggage boot.

g. Spare wheel slung under the petrol tank—out of the way but easy to release.

h. The facia panel has all that would be expected plus : revolution counter, water temperature gauge, 3-gallon reserve petrol tank switch and warning light, engine oil level indicator, cigar lighter, and two-speed windscreen wipers.

i. Rear quarter light windows can be opened to allow "through" ventilation.

j. "Courtesy" lights operated by opening any of the doors.

k. Counterbalanced luggage boot lid.

The accent is on comfort and dignity—*but this car is not slow.*

Retail (Ex-Works) Prices of Exhibits

The new 4-door Lagonda Saloon : £2,400 plus £1,001 2. 6. Purchase Tax in United Kingdom.

The 2-door Lagonda Saloon : £2,260 plus £942 15. 10. Purchase Tax in United Kingdom.

The Lagonda Drophead Coupe : £2,400 plus £1,001 2. 6. Purchase Tax in United Kingdom. (Raised from £2,260 basic).

FROM PAST SHOW CATALOGUES

We did not go to the show this year. For once we must admit it might have made us dissatisfied with the one at home—the car we mean. That would have been tiresome because we have not enough money to buy any of the cars that give rise to this dissatisfaction. Three years or so ago it was not so bad, apart from the fact that there were not so many real motor cars at the show, they were only for export, so we could examine, admire or decry at will. Now they try and SELL one of the things, and being honest sort of idiots, it is difficult to avoid admitting insufficiency of currency, which admission is apt to dry up sources of technical information, and curtail facilities for internal inspection.

However, we read some Show Numbers : and find “Luxury being the keynote of the Lagonda stand” in 1938, and so it might with five 4½’s, three V.12’s and two by Henry Meadows, the latter in the £1,200 range with a rich sounding Burgundy coloured saloon de ville, and the former up to £1,850. The 3-litre “Selector” was the piece of resistance in 1931, on which it was “quite IMPOSSIBLE TO CRASH THE GEARS” and leisurely or instantaneous changes up or down are made in perfect silence. A short road test at about this time showed a very useful performance with a stiff engine, and later the tester admitted to have been trying some snappy changes up in reverse—on Brooklands of course—when at quite a useful velocity. SOMETHING HAPPENED in the transmission.

A Pneumatic First

The make was almost a pioneer in using pneumatic upholstery, and in 1923 the report advised those who wish to experience really comfortable seating to make a point of sampling these controllable air cushions. A pity that with age the control becomes somewhat precarious. Also this year the valve gear was covered in and the oil pump operation was modified. On adjacent stands were Swift and Bean, and under the same roof (Olympia before the Annexe), exhibits in-

cluded the economical Eric Campbell, an almost exciting Eric Longden and two other breath-taking names—Marlborough-Thomas, Isotta-Fraschini, Rochet-Schneider, Sizaire-Berwick, initialled G.W.K., F.N., S.L.I.M., V.S.P.A., and B.S.A. Variety was there, some 150 makes, and really separate makes, no series from one large group.

Nineteen thirty-four saw featured the first Rapide, based on the car that had harried Hall’s Bentley so thrillingly throughout the T.T. and the next year won at Le Mans. Girling brakes were first fitted this year, as also on the new and shortlived 3½. Before proud owners do us violence we hasten to say we know the cars themselves may outlast all, our phrase refers to years of currency in Catalogue.

Blown 2-litre Sensation

Marked flexibility and excellent acceleration, together with a maximum of 90 m.p.h. were credited to the supercharged 2-litre when it first appeared at the 1930 Show. What a car it must have been in those days. Continued with only minor mods for 1931, it was there again, in black and white and “bristling” with good features. A lovely detail drawing of the “works” appeared in the issue for that year.

Nineteen thirty-two was 16-80 year, and trim they looked, a trifle more compact with smaller wheels. Almost 80 claimed, but was it just to follow fashion that a smallish “six” was offered. That was the time when to admit only four was social doom, and tiny “sixes” buzzed and screamed themselves to early demise. But as with length of stroke, so with the six, a car that’s properly made still shows that theory is not all, and Lagondas of all types and ages motor still and vigorously with ne’er a thought to “over-square”.

The Elegant 14/60’s

For pretty coupe’s and two seaters, go back to 25 and 6. And smart they were, fixed head and folding, rather square perhaps,

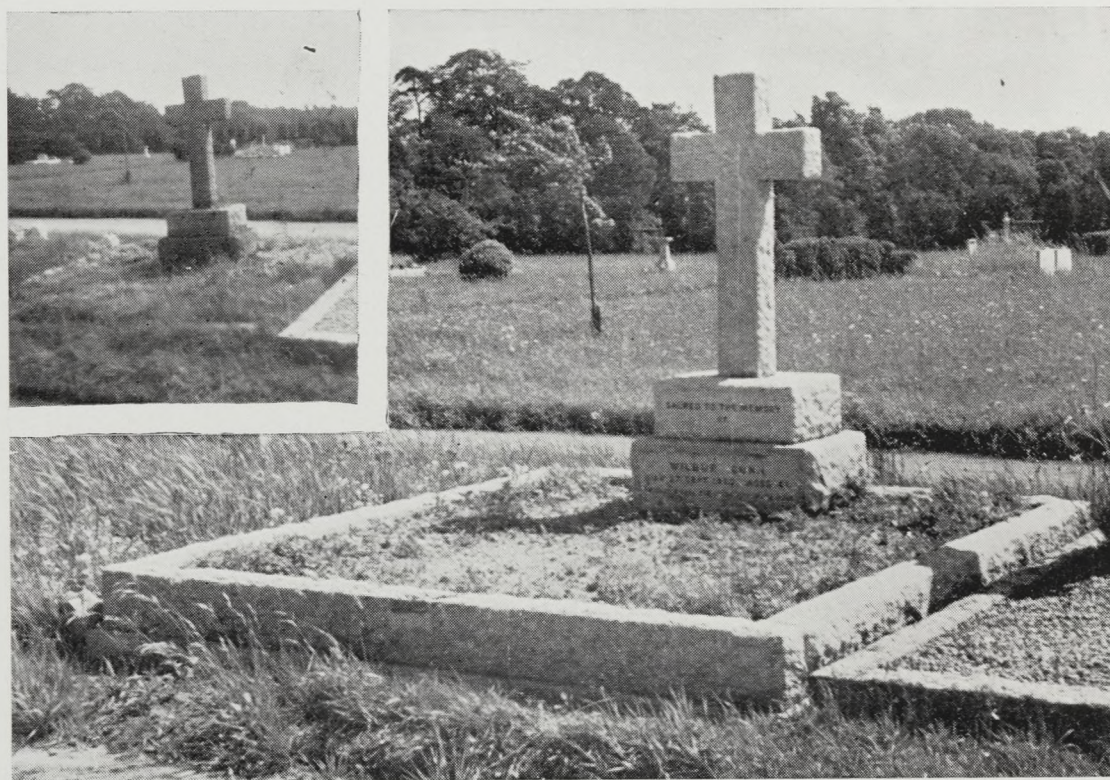
but neat, comfortable and well finished. Lagondas then were 14/60, the touring and semi-sports predecessor of the 2-litre. Virtually the same engine, a shorter bonnet, and lovely coachbuilt bodies—a saloon by Caffyns, a two seater by Young and a beautiful sporting tourer in a sort of metalescent paint, not the lines of the 2-litre, but somehow rather smarter than the later dullish fabric.

First Olympia was Lagonda-less

Unfortunately for posterity, Wilbur Gunn was not a man to show or advertise. He sold his cars and cycles on merit—well deserved, and drove and rode himself in test and trial. So 1905 when Olympia saw perhaps its first Motor Show—as Earls Court superseded Olympia, so Olympia in earlier years had superseded the Agricultural Hall—no Lagon-

das were exhibited. But food for thought is there—the Adams with a pedal for each gear, only two happily; the half time gears of the Brotherhood-Crocker chassis now being completely enclosed. In these days of automatic operation of so many things, it may seem strange that automatic inlet valves are no longer fashionable, and that such things as brake operation disengaging the clutch should no longer find favour. Rolls-Royce beat all the moderns for ease of operation. On one model one just set the thing and it proceeded at 20 m.p.h. no more, and no less, up hill or down hill. The scribe is not entirely explicit as to the measures to be adopted should an immovable or unavoidable obstacle bar the driver's passage. No Lagondas though, and as this magazine should be all about Lagondas, it is a good excuse for us to cease troubling you.

“THE HANDERFANS”.



WILBUR GUNN'S GRAVE AT ENGLEFIELD GREEN

Some time ago “16/65” and Hamish Moffat drew attention to the neglected state of Wilbur Gunn's grave in the cemetery at Englefield Green, near Staines. Since then an anonymous donor has generously provided funds for the restoration of the grave and Alan Audsley sends the above photos showing (inset) the neglected grave and (larger picture) the renovated memorial.

NORTHERN NOTES

—FROM D. H. COATES

VERY BANAL TO discuss the weather in such a journal as this, but the somewhat exceptional samples that have been served up for some time lately must serve as the Nth. Hon. Sec's. excuse for lack of excitement in the past few months.

The Anglo-American Rally in September gave us the opportunity of seeing the remarkably fine collection of machinery. Several Lagondas were to be seen among the enormous crowd of cars at the control at Ripley. It was not foreseen that the public interest would be so great, so inadequate arrangements had been made for a rendezvous. With the congestion in the village, however, it is doubtful if any scheme for assembly could have worked very well. However three 4½'s contrived to park together, and were joined by member Thompson of Southport in car, whose grace and dignity made up for lack of Staines trade mark. A 2-litre and 3-litre, both very tidy examples, were seen, but their owners not detected, and faithful Thornber was in an advantageous position—not, we understand, in a professional capacity though! No position however proved particularly advantageous, as immediately a competing car appeared it was surrounded umpteen deep by curious (surprised) and a few curious (odd) inhabitants of Yorks (E. & W. Ridings). After the passage of the ancients, certain discussions took place, Archbell was seen departing in the left front seat of his Rapide, while Thompson tried to diagnose the reason for its not being as "Rapide" as all that. From remarks overheard afterwards, it is probable that Archbell will be a bad man to catch in the future. Dr. Rider nobly came up from Doncaster, and Costigan good-humouredly acknowledged, and acted on, frantically telegraphed

directional instructions in Knaresborough, but was not seen again. He probably had a better vantage point in mind, or was going fishing or something. Those without family commitments, or who were able to make appropriate dispositions for the little angels, gravitated to the garages in Harrogate in the evening, and had the pleasure of very close inspection of the cars, and of meeting some of the American drivers, who, incidentally, were very charming, and anxious to set our impatiently enquiring minds at rest. For once the beautifully preserved and maintained cars of "Our side"—the V.S.C.C.—received rather less than their due regard, but one had never seen the like of the American cars before—their drivers' hats were rather jolly too!

A contingent from the North attended the A.G.M. and as usual were impressed with the turnout of tidy cars, and with the charm and amiability of the Southerners, and envious of the high incidence of pleasant places of call.

V.S.C.C. continue to extend their hospitality at their various monthly meets. Alvis are attending to the second Tuesday at Langho near Blackburn, and reports from members who have attended indicate that rather a lot of other members are missing a rather good evening. The Vintage Ribblesdale was a first rate drive, with good tests, interesting but not too tight time schedules, and interesting roads and scenery.

Provisional programme for next year is based on the Party in Cheshire towards the end of February, and the Northern Rally. As always, some say they would come to the party if it was on a Saturday. Certainly a Saturday is a nice night for a party, but one is apt to be flung out into the street before midnight, which always seems a bit early to be slung out. The view taken by the organisers has been that many people today work a 5-day week, and if not they may wangle Saturday off without too much trouble. If anyone feels strongly about this, the Nth.

Continued on page 16



OUR YOUNGEST READER?

They catch them young for us in Liskard, Cornwall, where J. W. D. Needham's daughter—"a lady with an obvious appreciation of Life's little pleasures"—goes one better than the "horror comics".

NORTHERN NOTES (contd.)

Sec. would be very glad to hear from them, as the more that come to the party the better—but it also wants to be a good party.

The Crescent Hotel Ilkley is the scene of the V.S.C.C. week-end, and there is the suggestion that members might like to inspect the cars and have a natter on the Sunday (Jan. 30th). Details will be circulated.

Conversation in a Northern City :

Northern member : "Good morning"

Passer-by Admiring(?) Lagonda : "A bit

interested, because when I was in the R.A.F. an officer used to spend all day driving a Lagonda round the perimeter"

N.M. : "Oh, really! Do you remember his name?"

P.B. : "R-R- something beginning with R-, a double-barrelled name"

N.M. : Making a long shot—"Not Rexford-Welch by any chance?"

P.B. : "Yes, that was it ; seemed a bit of a hobby with him".

From D. H. COATES

Midland Notes

HARRY WAREHAM'S GRIEVANCES

ON SUNDAY September 5th which was one of the few really sunny week-ends this year, the Midland Centre, in conjunction with the A.C. Owners' Club, held what might now be termed its annual meeting.

Unfortunately, the response to the circular was very poor, and by the Friday night preceding we only had *two* entries, one of which was from a personal friend of mine! In these circumstances, I feel justified in airing a grievance I have been wanting to air for some time.

It so happens that I am a member of the M.G. Car Club (I once owned a P.A. M.G.) and have the club badge on the front of my Rapide. Several times I have overheard Lagonda Club members say, "The car's all right, but it's spoilt by *that* badge." This form of snobbery I find difficult to understand, for at any event in the Midlands—and the M.G. Car Club's Midland Centre have an event every month—it is quite usual

for fifty or sixty members to turn up and if an entry is less than twenty it is not considered worth while running the event. When Lagonda Club members give support comparable to that given by M.G. Club members, I will gladly remove the offending badge! I appreciate that we have fewer Midland members than the M.G. Car Club, but our percentage turnout is far lower. My earnest desire is to see this club really active, particularly in the Midlands. You tell me the type of event you would like to attend and I will arrange it. If anyone feels he would like to organise an event, I will give him all the support possible.

"Bridge Party"

On a subsequent Sunday seven members arrived at the Fleur de Lys, Lowsonford, five of whom were persuaded to "have a go" at our "Bridge Party". This consisted of finding the value of a number of playing cards which had been cunningly concealed

MIDLAND NOTES (contd.)

on or near various bridges, whose position was to be calculated by map reference on a 1 in. Ordnance Sheet.

The total time allowed was two and a half hours and when this time had elapsed two entrants, O'Flaherty in his 16-80 (one owner since new), saloon which is in beautiful condition, and Vincent in the old 2-litre, also very well maintained, had not arrived. It was over another hour before they finally did arrive, Vincent having found eleven out of the twelve clues and this would have brought him first prize (a bottle of Scotch) if he had not been outside the time limit.

As it was, John Morrow (16-80 tourer) came first with nine points, closely followed by Hamilton-Adams in his Concours condition short-chassis V-12 saloon, with eight points.

While the entrants were having fun, Rayner and a friend were talking Rapiérisms, the bonnets of their respective cars remaining permanently open the whole afternoon while one after another points were discussed. "Do you have trouble with your chain-tensioners, old boy?"

Also present was Greenhalgh in a three-litre saloon with the Maybach gearbox. I understand he decided to fill his form in and join the club after his visit.

Well, Midland members, what about it? *Please* try and come along to our next meeting if you possibly can.

T. H. WAREHAM.

PUB IN GOOD HANDS

Jack and Joan Pocock and Lucy their 2-litre Lag. have moved into the Green Dragon Inn, a delightful old pub at Stoke Fleming, Dartmouth, South Devon.

Gilbey and others who seek a West Country rendezvous, please note.

LAGONDA INSURANCE

Lagonda Club Members and other Lagonda owners have found that the terms and service we offer for the Insurance of their cars cannot be bettered. We shall be glad to send you our quotation for the renewal of your Policy.

HYDE-EAST, BALSTON & PARTNERS

Insurance Brokers

**30 BRIDGE ROAD
EAST MOLESEY
SURREY**

Tel. : MOLesey 4317/4318.

MODIFIED BRAKING SYSTEM FOR 2-LITRE LAGONDA

recently carried out with success

BY GEORGE DEAN

The following modifications to the low chassis 2-litre Lagonda brake system were originally designed by C. G. Martin, whose write up is given below, for the high chassis model, only amplified in certain respects as a result of fitting the modifications to a low chassis model.

The front brakes remain undisturbed and are not compensated with each other. However, compensation is introduced between front and rear (as was the practice on the 1927 models). The discontinuance of this compensation on the 1928 model suggests a source of weakness here, so the reviewed compensation was affected with much stouter components than those used by the makers.

The non-compensated arrangement has a foot pedal lever having 4 holes, the top and bottom of which are at $4\frac{1}{8}$ " and $1\frac{3}{4}$ " centres respectively with the foot brake pivots. This upper hole connects with the rear brakes and the lower with the cross shaft to the front brakes.

Compensation is introduced as follows :—

Two plates are made up from $\frac{1}{4}$ " B.M.S. plates as shown in Sketch 1 and they are bolted to the foot lever through the existing holes with H.T. bolts.

Washers are used to space them sufficiently to introduce a compensating chain between them, running on a 2" (8-tooth) sprocket. As, with the plates fitted, the clearance on the N.S. of the brake pedal is small, the bolts are screwed into the N.S. plate and lightly riveted over. It is necessary to cut away part of the packing piece between the brake pedal bracket and the chassis to clear the heads of the bolts.

A suitable sprocket (if one is not available) can be made up as follows. Take a steel disc 3" diameter and $\frac{1}{2}$ " thick. Scribe a circle 1.910" dia. and mark off 8 equal points. Drill 8 holes equal in dia. to the chain rollers,

and then turn off the disc to the centres of the holes. Ordinary M.S. will do for the sprocket and it seems to work quite well without case hardening.

A heavy chain $\frac{3}{4}$ " pitch $\frac{1}{2}$ " wide, is used about 12" long. One end of the chain is connected to the cross shaft and the other to the rod running to the rear compensator box. Suitable connectors are shown in Sketch II.

The $\frac{1}{2}$ " pin on which the sprocket runs is an ordinary $\frac{1}{2}$ " H.T. bolt. It will be necessary to thin the head down to about $\frac{3}{16}$ " and to cut about $\frac{1}{8}$ " out of the lower flange of the chassis as the clearance is almost nil at this point. Anything less than $\frac{3}{16}$ " for the bolt head would be too thin. The nut and bolt at the other end are drilled and split-pinned.

In order to correct pedal movement and leverages after this modification, the following should be done.

1. The rod from the foot pedal to the lever on the rear compensator should be connected to the wire of the holes in this lever.

2. The rods to the front brakes should be connected to the wire of the 3 holes on the cross shaft levers.

$\frac{5}{16}$ " rods are substituted for the rear cables in the following manner :—

The lower cable pulleys are removed and replaced by bell cranks, as shown in Sketch III.

The pivot can be arranged by brazing scrap timing case bushes on to the bell cranks (these bushes have the same bore and width as the cable pulleys).

The $1\frac{3}{4}$ " dimension is the same as the radius of the cable pulleys. The $2\frac{4}{8}\frac{7}{4}$ " dimension allows the rods to the rear wheels to clear the sides of the chassis and additionally affords the final balance of leverage between the front and rear wheels.

Rods of suitable length are threaded $\frac{5}{16}$ " B.S.F. and are screwed into the compensator box slides and into the rear wheel adjustors (these are already screwed $\frac{5}{16}$ " B.S.F.).

A knuckle joint is inserted about an inch behind the cable fairleads (which have to be

opened out to take the $\frac{5}{16}$ " rods) thus allowing for the rise and fall of the rear wheels. The finish of the knuckle joints which are also used to connect up the rods to the bell cranks, can be obtained from Elephant Motors of Newington Causeway, Elephant and Castle.

It is strongly recommended that king pins and bushes should be in order and the front wheel bearings adjusted, since the brakes are sufficiently powerful to introduce undesirable effects if the wheels are at all "flabby".

There is very little "pumping" of the foot pedal except on the roughest surface.

With the modification fitted to the low chassis 2-litre, most of the "sponginess" goes, the brakes are more progressive and certainly stop the car when required.

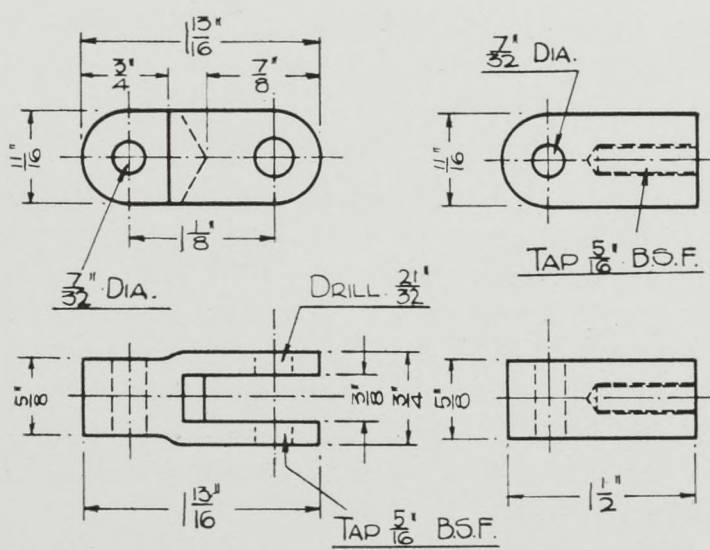
It has been found necessary to add two pull-off springs (external) to the back brakes.

It is possible to introduce the compensator only and retain the cables to the rear brakes, but this does not give the best results though it is an improvement on the old arrangement.

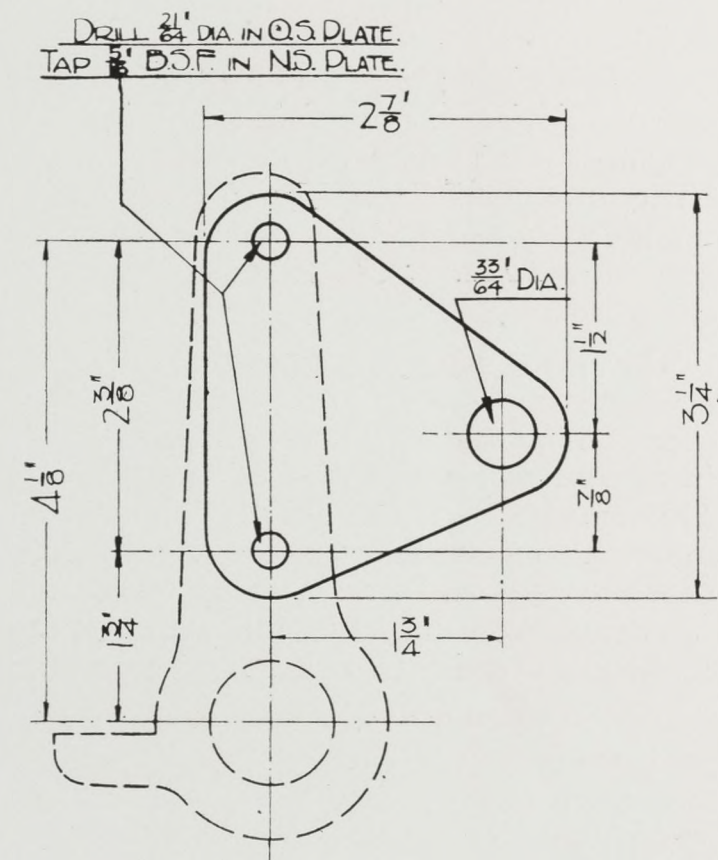
No lengths are given for the various rods, as this rather depends on individual cars.

Excluding the manufacture of the "bits and pieces", fitting them to the car took about a day. The results are well worth the trouble and small expense.

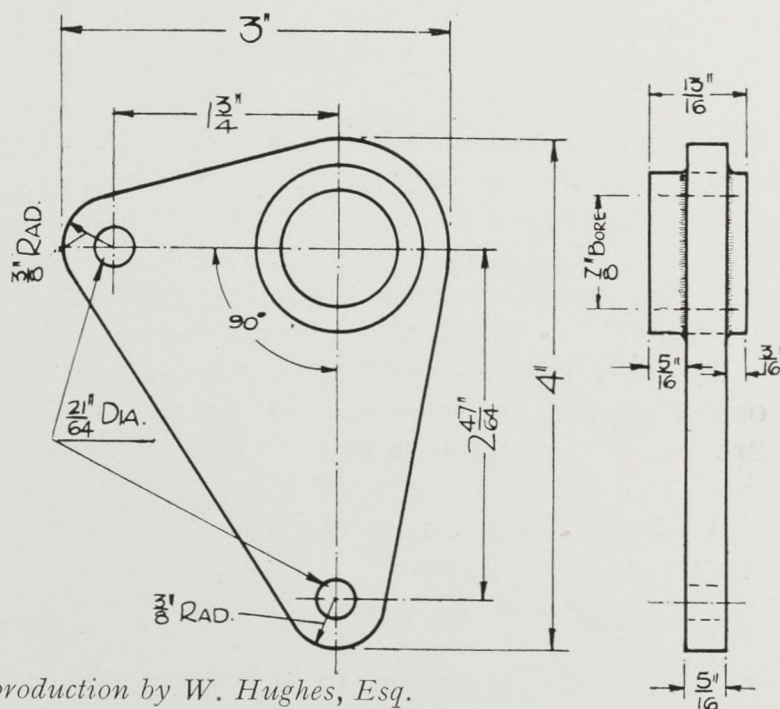
Sketch II



Sketch I



Sketch III



Sketches drawn for reproduction by W. Hughes, Esq.

A Brief History
of the
SIX-CYLINDER
4 $\frac{1}{2}$ -LITRE
LAGONDA

By L. S. MICHAEL

THE SIX-CYLINDER 4 $\frac{1}{2}$ -litre Lagonda was introduced at the Motor Show of Autumn 1933, and continued in production in various forms until 1940. It was a successful design from the outset and several club members are still getting excellent service from examples first registered in 1933.

In this outline history of the type, it is proposed to deal separately with engine; chassis; coachwork; and performance. The Competition history does not come within the scope of this article.

M.45 Engine

The 1934 models, as those shown in the 1933 Motor Show were called, are known as type M.45. They employed the Meadows 4 $\frac{1}{2}$ -litre engine, which had already been used to good effect in two Invicta cars. In a slightly different version it was a successful marine unit, in which role incidentally, it was rated to give 100 b.h.p. for continuous operation at 2,800 r.p.m. Therefore this proprietary unit was by no means an untried design in 1933; nevertheless, all engines used by Lagonda's then were either built up in the Lagonda Works, or stripped and reassembled. They were fully run in on the bench before being fitted to their chassis.

The M.45 was a push rod OHV motor, the cylinder head being roughly an inverted bucket in shape, with two valves of 1.69"

diameter working side by side in it. Two S.U. carburettors bolted on to an aluminium manifold so designed that each instrument dealt with three adjacent cylinders. The exhaust manifold was on the opposite side of the engine, and terminated in a central pipe that led to the expansion box. No attempt was made to provide separate pipes from each port, nor even to conduct the gases away at all freely. This design, which involved two right angle bends close to the exhaust valves, remained unaltered on all except those "Rapide" models which had external exhaust pipes.

The Dual Ignition was by BTH magneto firing the plugs on the inlet side, and a coil and distributor firing the exhaust side plugs. The two plugs in each cylinder were, of course, both intended to operate on each firing stroke, separate switching being provided merely for test purposes.

The cylinders were 88.4 m.m. \times 120.6 m.m. and the pistons were usually Specialloid with three rings above the gudgeon pin and one below. The steel con rods, machined all over, were split at the "small end" where the gudgeon pin was secured by a pinch bolt. The counter balanced forged crankshaft ran in four plain main bearings, and was equipped with a Lanchester type vibration damper at the front. The sump held 2 $\frac{1}{2}$ gallons of oil which was cleaned by a simple gauze filter. The cooling system held 5 gallons of water and a thermostat operated the radiator shutters. It is interesting to note that only the most expensive of the 1954 Rolls Royce chassis, the Wraith, retains this refinement.

The Standard M.45 had a compression ratio of a little more than 6 : 1. No figures are given in the instruction book nor in the contemporary motoring journals. No B.H.P. figures were published, but Invicta's claimed 110 at 3,200 from the similar engine they installed in their so-called 100 m.p.h. models. There seems some reason to suppose that the Lagonda version produced slightly more power, as the maximum permitted r.p.m. were 3,800.

The M.45 engine was most reliable, but inclined to be very oily. Even at the modest compression ratio at which it operated, to keep it oil tight it was necessary to tighten the nuts holding the block to the crankshaft fairly frequently. If this was not done, the tendency for the block to pull off the crankcase made the engine extremely dirty.

The M.45 Rapide Engine

The M.45 continued unaltered in 1933-34-35, but in 1934 the first of the "Rapides" were produced. They were influenced by the successful FOX and NICHOLLS TT and Le Mans cars, and the number of 3½-litre chassis frames left over from that then superfluous model. There were several important differences between the M.45 and the M.45R engine, and there is no doubt the M.45R is a better job, especially as regards durability. The compression ratio was raised to between 6.6 and 7 : 1. Heavier con rods were used, the small end boss was 1.31" O.D. against 1.28" of the M.45 ; in addition the con rods were not split to allow the pinch bolt to grip the gudgeon pin. Instead the gudgeon pin was merely located by a bolt that did not exert pressure on it. The omission of this split in the con rod makes it much stronger at the little end. The overall depth of the M.45R rods across the web was also greater, being 1.26" against 1.06". The crankshaft was increased in size too, the big end journals having ⅛" greater diameter.

In addition to more robust reciprocating parts an extra stud was fitted at the front of the crankcase to assist in holding down the cylinder block.

It should be mentioned here that the dimensions given above and later on were obtained by direct measurements of the parts concerned. When taking these measurements, it was found that no two components even in the same engine were *absolutely* identical, so they may differ slightly from the designed dimensions. It seems quite impossible to obtain definite and authentic figures, from any known source of information ; that is why it was found necessary to measure the actual components, which were either unused

or on which a known amount of machining had been done.

In the M.45R a Scintilla horizontal magnetto replaced the BTH and a Tecalemit full flow oil filter replaced the wire gauze. Again no B.H.P. figures are obtainable and the rev. limit remained 3,800. Nevertheless, this engine must have been distinctly more powerful as the maximum speed of the Rapide was approximately 5 m.p.h. higher and the acceleration more rapid than the M.45 with no substantial difference in weight or frontal area.

The LG.45 Engine

The following year (1935) the LG.45 was introduced. The first version of the engine the Sanction I, was virtually identical with the M.45R and the catalogue issued by the Lagonda Motors that year claimed 140 b.h.p. for it. It is generally considered that the LG.45 Sanction I had a slightly lower compression ratio, 6.6 : 1, than the M.45R, but it is impossible to find authoritative contemporary figures. The LG.45 Sanction II which followed in early 1936 differed from its predecessor only in that Twin Scintilla Vertex Magnetos replaced the coil and mag. arrangements.

At the 1936 Motor Show the LG.45 Sanction III, also with the Twin Vertex Magnetos, was produced. This engine owes something to the influence of W. O. Bentley who had by then joined Lagondas. It had a completely redesigned cylinder head. The carburettors bolted directly on to the head, which had an internally cast induction manifold designed to give greater turbulence to the charge. The exhaust valves were just over 1/10" smaller in diameter than the inlet valves which were approximately 1.7" in diameter, thus being some ten-thousandths of an inch larger than the M.45 and LG.45 Sanction I and II inlet valves.

The reduction in size of the exhaust valves increased the speed of gas flow at higher revs, and the new head undoubtedly gave better results at the top end of the speed range. Incidentally, the red line on the rev. counter was moved up to 4,000. The cooling of

THE 6-CYL. 4½-LITRE LAG. (contd.)

cylinders 5 and 6 was improved by the addition of an extra water transfer at the rear of the block.

All who have owned both M.45 and LG.45 Sanction III models will confirm that whereas the earlier engines start to get short of breath at about 3,000 r.p.m., even in the gears, the Sanction III will rev. freely to over 4,000 r.p.m. except of course in top, where it would represent well over 100 m.p.h.

Once more the real power output of these engines remains a mystery, but the figure of 140 b.h.p. claimed in the 1935 (1936 models) catalogue was repeated in the motoring press as being the power output of the 1936 team cars, which were prepared for Le Mans and actually ran in the French G.P. and at Spa. It seems unlikely that *both* these figures can be correct, for the team cars were capable of pulling 29 cwt. along at a speed approaching 118 m.p.h. and one of them, further lightened by the removal of the front brakes, *averaged* 113 m.p.h., when achieving third place in the 500 mile race at Brooklands.

In 1936 the LG.45 Sanction III Rapide was also introduced. This was based on the engines prepared for the team cars. The main difference from the normal Sanction III being the improved exhaust system. Separate pipes led from each port, the front three and the rear three merging into two pipes that came out through the side of the bonnet. These pipes, still separate, led into a large common silencer. In addition the compression of the Rapide was higher than the ordinary version. The Sanction IV engines produced for the LG.6 has no important differences from the Sanction III, and no higher power was claimed for it.

The Lagonda catalogue for 1938 gave the ordinary cars 140 b.h.p. at 6.68 : 1 compression ; no B.H.P. figures were issued for the Rapide but the catalogue stated :—"The compression ratio can be raised to 7.5 : 1 at the option of the purchaser".

The M.45 Chassis

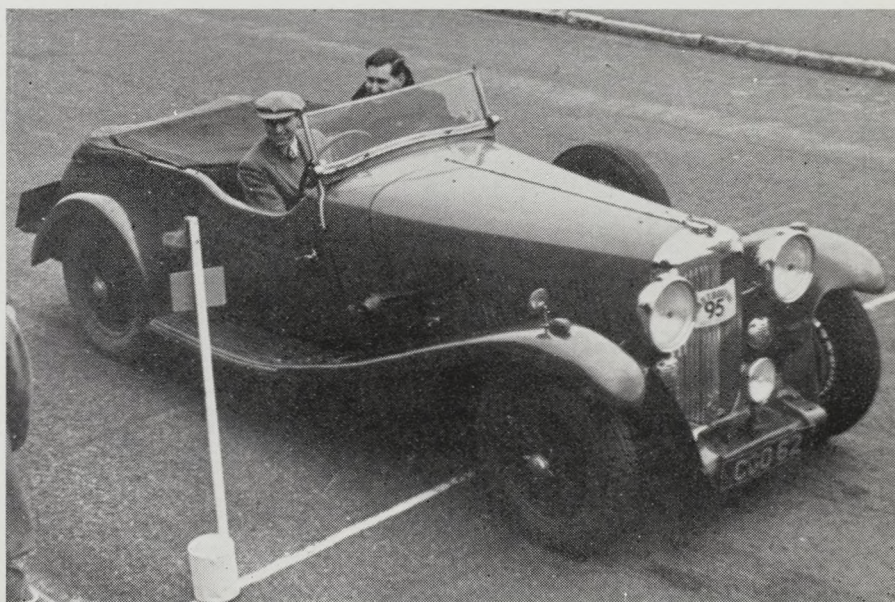
The M.45 (1933-34) chassis was a substantial "ladder" structure of 10' 9" wheel

base, braced by six stout cross members. The suspension was conventional by rather stiff semi-elliptic springs each controlled by two Hartford friction dampers. One pair on each axle were tele-controls adjustable from the driver's seat. Bishop cam and roller steering gear was employed. This chassis was quite different from the previous Lagonda chassis, all of which had been based on the old 2-litre.

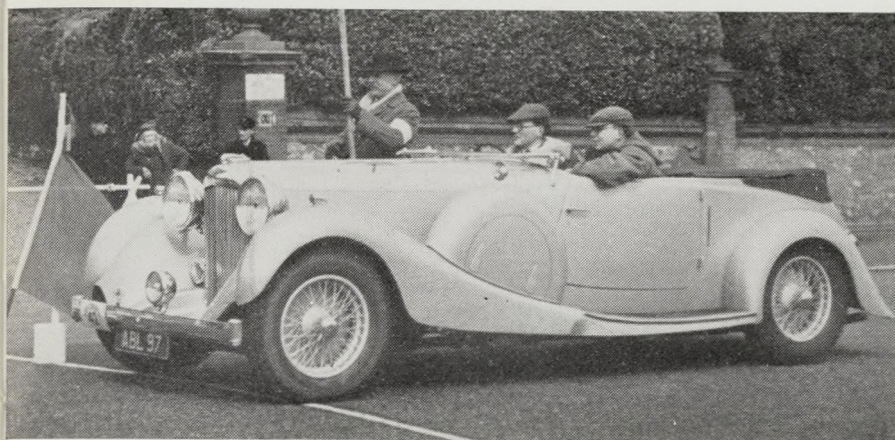
The brakes were an excellent vacuum-servo assisted system, the durability of which was such, that today, it is still working efficiently on almost all M.45's on the road. The servo mechanism demands no special attention and it has been introduced recently on some expensive high performance 1954 models. It has been said that the servo motor was added because the original design required enormous pedal pressures, but this criticism can be levelled at most systems *designed from the first* to operate with servo assistance, as anyone who has driven a Rolls Royce with a defective servo knows.

The relatively light pedal pressure required by the 1933-34 cars contrasts favourably with the Girling brakes employed on later chassis. This is not to imply anything against the latter, which pull up a 34 cwt. car in 30 feet from 30 m.p.h.

Girtings were first used on the 1934 T.T. cars prepared by Fox and Nicholls, and



A 1935 M.45 Rapide



Maurice Leo driving 1936 LG.45 Tourer

subsequently were included in the specification of the 1935 Le Mans winner. It seems likely that they were adopted because they were appreciably lighter than the servo brakes while adjustment and balancing could be carried out very rapidly. Furthermore, sudden engine failure, which might occur in racing, would render the servo inoperative.

The clutch for the M.45 was of Meadows manufacture with a solid centre plate and a type of clutch stop which, when properly adjusted, permitted gear changes as fast as one could move the gear lever.

The T.8 gearbox had no syncromesh but there was dog engagement of 3rd and top. It was a delightful unit, very trouble-free and one which allowed easy clutchless changes by any fairly skilful driver. The overall gear ratios were :— 1st. 11.52 ; 2nd. 7.36 ; 3rd. 4.76 ; Top 3.66.

Nineteen-inch wheels were fitted, and plain bearing universal joints were employed.

The whole chassis was constructed in a high-class manner ; such refinements as grouped Tecalemit grease nipples, concealed battery master switch, P.100 headlamps and spot lamp, etc., making it clear that nothing was sacrificed on the altar of economy.

M.45 Rapide Chassis

The chassis introduced in 1934 for the first "Rapides" was called the M.45R. This employed the same frame as the short-lived 3½-litre model. It was of 10' 3" wheel base, but, being at the front, of more massive proportions than the M.45 ; it weighed just as much as the longer wheelbase car. The centre

of gravity of this model was further forward than the M.45. Having driven several examples of both M.45 and M.45R, I would say that no improvement in handling is achieved by the use of the shorter chassis. If anything, the M.45 handles better, but that is offset by the superior performance of the M.45R engine. It is worth noting that no team cars used the M.45R chassis. The 1934 T.T. cars and 1935 Le Mans team had the 10' 9" chassis with approximately M.45R engines ; and the 1936 team cars had LG.45 chassis also of 10' 9" wheel base.

The M.45 Rapide chassis had Girling brakes and the semi-elliptic springs were each damped by Girling-Luvax Vane type Hydraulic shock absorbers and Andre-Hartford tele-controls. The *Autocar* in describing the Rapide in 1934 stated that the rear springs had slight negative camber under load. The specialists in these cars today advise the same spring setting as the M.45, which is a distinct positive camber. I have had the springs on my M.45R set up both ways and can say that the positive (M.45) setting gives a more comfortable ride, but makes the back end noticeably more skittish when cornering fast.

The clutch on the M.45R was the same as its predecessors but the T.8 gearbox had a free wheel built on to its rear end. This device was only current for one year, and was not up to dealing with 33 cwt. of car and the high torque of the engine, if it was kept in use all the time. Very few still work today. It is rather pleasant to drive one of these cars with the free wheel functioning, as the brakes cope easily with the extra work required of them, and the use of the clutch pedal is rendered nearly superfluous. These early Rapides were equipped with 19" wheels. A built-in hydraulic jacking system, which could be operated from inside the car, added to the already extensive standard equipment.

The LG.45 Chassis

The LG.45 chassis, as far as the frame was concerned, was similar to the M.45, being of 10' 9" wheel base. It had Girling brakes, and the springs were much more flexible than on the earlier cars, still damped in the same way

THE 6-CYL. 4½-LITRE LAG. (Contd.)

as the M.45R. The ride was much less harsh than in 1934-35, though more body sway on corners was the penalty. An 11" Borg & Beck clutch replaced the Meadows unit. This operated more smoothly and with less shocks to the transmission, but it is a fact that the Lagondas so fitted are a trifle less quick off the mark than the cars equipped with the Meadows clutch. The G.9 gearbox was introduced with synchromesh on 3rd and Top, but it was less durable than the T.8 and when used in competitions has very often proved troublesome. For example, Maurice Leo broke 3rd. speed constant mesh gears twice on his LG.45 Sanction I Tourer, which was never even raced. Goodhew broke 3rd. speed three times and 2nd. speed twice in two seasons' racing. It is most unusual to hear of such trouble with the original gear-box.

The overall ratios on the G.9, as fitted to Sanction I and II LG.45's were :—1st. 11.63 ; 2nd. 5.98 ; 3rd. 4.48 ; Top 3.58. These cars were fitted with 18" wheels. Gear ratios for the LG.45 Rapide were :—1st. 8.66 ; 2nd. 5.66 ; 3rd. 4.30 ; Top 3.31.

Tecalemit automatic chassis lubrication replaced the grouped grease nipples. Oil was piped to every point on the chassis requiring lubrication, except the universal joints. Each time the clutch was depressed a supply of oil was forced along these pipes.

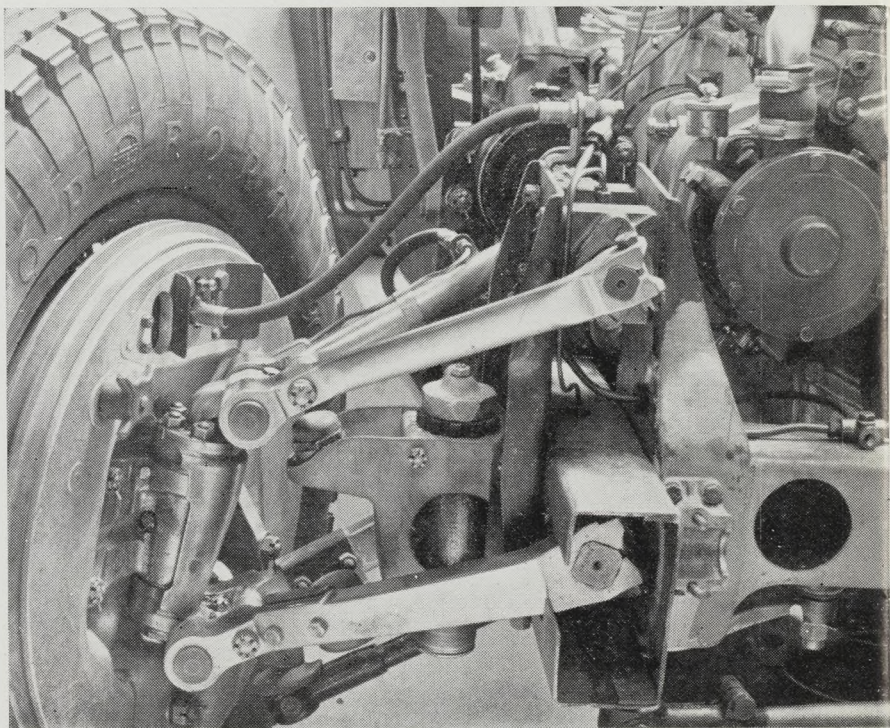
The LG.45 chassis made for the Sanction III cars in 1937 differed slightly from the preceding LG.45's. The G.10 gearbox replaced the G.9. It was very much stronger and easily transmitted the 220 b.h.p. of the Le Man's twelve cylinder cars. This gearbox had synchromesh on 2nd, 3rd and top and was operated by a central gear lever instead of the right hand lever which had graced Lagondas prior to 1937. The overall ratios were :—1st. 11.63 ; 2nd. 5.98 ; 3rd. 4.48 ; Top 3.58. Eighteen-inch wheels were used and Luvax ride control shock absorbers were featured. In addition to the 10' 9" chassis an 11' 3" chassis was produced.

The two photographs to the right, kindly provided by W. D. Bentley, Esq. show the anchoring of the Low Torsion Bar in the LG.6.

The LG.6 Chassis

The last of the 4½-litre chassis was the LG.6. This was the first Lagonda six cylinder with I.F.S., the springing medium for which was long torsion bars. Semi-elliptics were retained at the rear, but were mounted outside the frame. This 10' 7" chassis frame was very different from the previous models. It was a W. O. Bentley design, much more rigid than its predecessors, being a cruciform braced structure somewhat heavier than that of the conventionally sprung cars. Luvax ride control dampers were employed, and Lockheed Hydraulic brakes with twin master cylinders replaced the Girlings. An alternative long chassis (11' 3") was available with lower final drive ratios. The G.10 gearbox was used with overall ratios as follows on the short chassis cars :—1st. 11.63 ; 2nd. 5.98 ; 3rd. 4.48 ; Top 3.58. The LG.6 Rapide had the following ratios :—1st. 10.76 ; 2nd. 5.53 ; 3rd. 4.14 ; Top 3.31. Equipment was even more lavish than before and these cars always seem quieter, more powerful and very much smoother than the LG.45s.

There is little doubt that it was one of the finest 4½-litre chassis produced before the war. Its considerable weight, while limiting the performance to an all out top speed of



about 95 m.p.h., contributed greatly to its long life. The condition of the average LG.6 in use today, 14 to 15 years old, is as a rule, quite outstanding. Both body and chassis are free from rattles and all the small items, such as windows, door catches, etc., work as well as when they were new.

In 1938 when the LG.6 made its debut, it was an advanced chassis design. It is one of the few cars in the high performance luxury class that had a form of independent front suspension, that remains effective today, even when compared with the ride given by the most modern vehicles.

The six cylinder 4½-litre Lagondas have not been remarkable for mechanical innovations (except possibly the LG.6 chassis). They have followed well tried methods and have been developed steadily. The quality and quantity of materials, and workmanship, has always

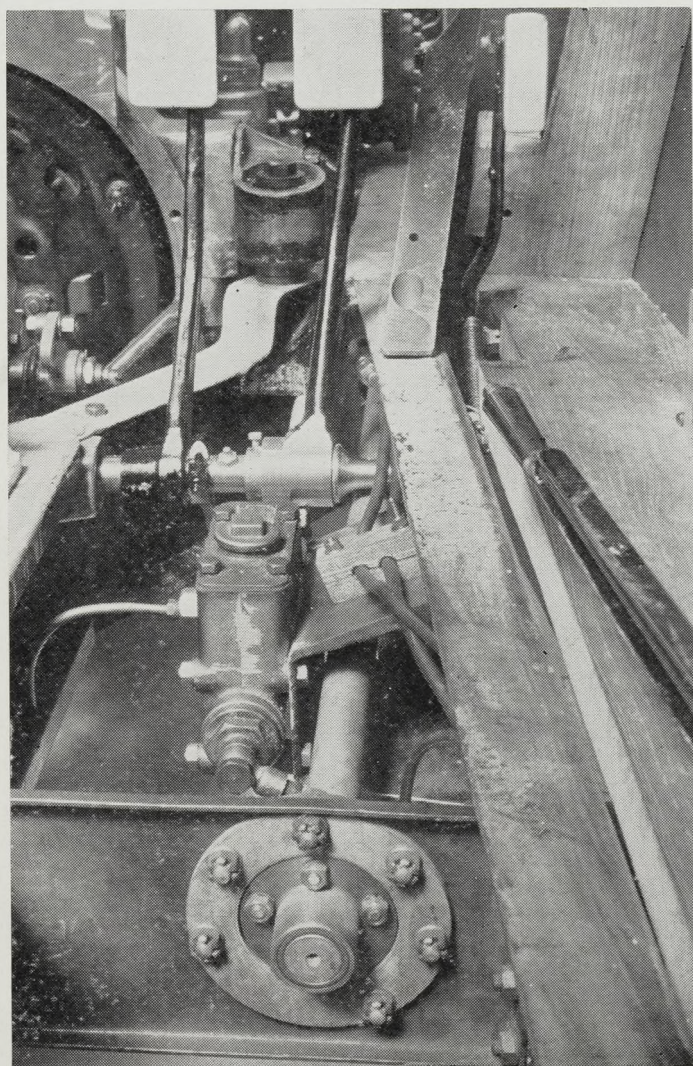
been of a very high standard, no cost-saving skimping being evident in any detail. The result is they all wear exceedingly well, and not a single "dud" model can be found in the series. In their day, they provided very nearly the best performance obtainable from a British made production car, not only as regards performance figures, but in their manner of going too.

The Coachwork—Closed Bodies

The 4½-litre was supplied either as a complete car or as a chassis for the attention of specialist coach-builders. It is significant that by far the majority were supplied with Lagondas' standard coachwork. This is attributed to the excellence of the design and workmanship of the catalogued bodies, because these cars were among the most expensive British cars of the thirties, and were supplied to customers, many of whom could have well afforded specialist bodies, had they desired them.

Freestone and Webb produced some nice drophead coupes on the M.45 of such sound construction that, even twenty years old, they are still in good order, but they were not superior in either line or construction to the DHC which Lagonda's themselves offered at a slightly later date. Mulliner, Hooper, James Young, Van den Plas, Mayfair and Lancefield have all had bodies mounted on these chassis, but most enthusiasts agree that the makers' own coachwork had an even better appearance.

The M.45 Saloon was a pillarless four-seater with a rather small luggage boot, and spare wheel mounted on it. It looked very long and lean and the bonnet seemed huge in relation to the rest of the car. It was much admired in its day, and in spite of the pillarless construction, was free from rattles, draughts, and other weaknesses. These bodies have worn remarkably well, due in part, no doubt, to the small size and weight of the doors. Some Saloon bodies were fitted to the M.45R chassis. They followed closely the lines of the 3½-litre Saloon. They, too, were mostly pillarless, but do not have quite the style of the M.45.



THE 6-CYL. 4½-LITRE LAG. (Cont.)

The LG.45 Saloons were much more "modern" in appearance, the lines were fuller and more rounded and the spare wheel was mounted at the off-side of the scuttle in an enveloping case. The other side of the scuttle had a similar case which held tools and the controls of the jacking system. The boot was larger and a rounded box in shape. The pillarless construction was abandoned in favour of a conventional four-door design, and a sliding roof was provided for the first time. This body gave more passenger room, though it was by no means a five-seater, and greater attention was paid to sound damping. On the relatively rare long chassis some coach-builders mounted limousine and Sedan de Ville bodies.

The LG.6 Short Saloon on the 10' 7½" wheel base was a much more pleasing design than the LG.45, and it compares to its advantage, with the traditional type of coachwork offered by Rolls Royce and Bentley as standard, even in 1954. Although it is a big car, with smoothly flowing lines, it looks compact and purposeful, as well as glamorous. It is still only a four-seater, giving plenty of room and comfort in the front seats and slightly restricted space in the back, considering the size of the car.

A Saloon of rather similar lines was offered on the 11' 3" chassis. It gave more leg room to the rear passengers, and usually

had separate front seats but could be supplied with a disappearing division, when required to be chauffeur driven.

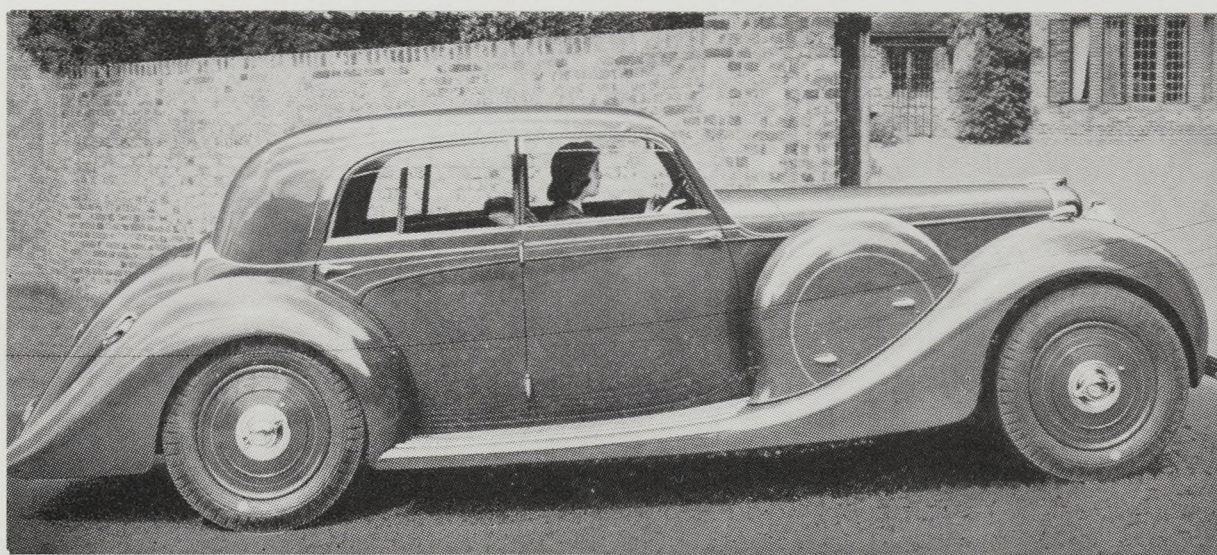
A Saloon de Ville was also sold. This was on the 11' 3" chassis and was intended to be a full five-seater. It was higher and wider than the other saloons and was usually supplied with a wind-down division. A Thrupp and Maberly seven-seater Limousine on the 11' 3" was also catalogued.

Open Coachwork

Drophead coupes were available on all chassis and the chief change was from the long sweeping wings on the M.35 with rear mounted spare wheel to the more enveloping rounded wings with side mounted spare on the LG.45 and the LG.6. The boot on the LG.6 was also of a nice swept design, the whole impression being rather more luxurious.

The earliest M.45 Tourer had a traditional four-seated body. It was a three-door type with no driver's door and deep cutaways for the driver's and front passenger's elbows. This was a rather narrow body and in many people's view is the most graceful and pleasing of all in spite of the externally stowed hood.

The M.45 RTourer was a two-door design with completely disappearing hood. It was almost identical with the 3½-litre, except for a larger radiator. This was a good traditional design too, which like the M.45 had long



LG.6 Short Saloon (10ft. 7½in. wheelbase). Lagonda Catalogue illustration

sweeping wings, but I always think that it looks less graceful and more bulky than the longer wheelbased M.45. The spare wheel for the M.45R was mounted either at the side or on the boot lid.

The LG.45 Tourer was a departure from tradition. The body was wider and higher, the doors had no cutaways, all the lines were more rounded out, and there was decidedly more room inside than hitherto. It had a disappearing hood and was an attempt to provide a really comfortably, fully openable touring car without going so far as a drop-head coupe, which at that time never looked really good when the head was folded down. Two large spare wheel covers were mounted on each side of the scuttle, one of which did carry a spare wheel, the other carried tools and the control mechanism for the hydraulic jacking system. This feature was continued on all 4½-litre models except the Rapides, until production ceased.

The LG.45 Rapide was a compact narrow two door four-seater with external exhausts. The doors were well cutaway, and the hood was fully disappearing. The spare wheel was concealed in the tail. The lines were more rounded than the M.45R with the 1937 conventional idea of "streamlining". Nevertheless, even today these cars look functional and very attractive. Bearing in mind the limitations imposed by the radiator, they have quite a reasonable frontal area.

Some LG.6 Rapides were produced in 1938. These did not have external exhausts and were really a development of the ordinary LG.45 Tourer, being much roomier than the LG.45R and giving the impression of a shorter bonnet line. In 1939 the Rapide Sports Tourer was dropped altogether, and a very handsome three-seater drophead coupe, with concealed spare wheel and fully disappearing hood replaced it. Presumably, for sports car racing, had the war not intervened, a suitable body would have been mounted on the twelve cylinder 10' 4" chassis on the lines of the car that gained third place at Le Mans, and the six cylinder would have retired from the competition field.

Performance

In considering the performance of these cars, attention should be drawn to the figures given in the table of data. These were extracted from *Autocar* Road Tests. Many owners may think that they are unflattering, but it should be borne in mind that not only does performance vary slightly from day to day, but different examples of the same model can vary very considerably, to say nothing of the human element in the Tests concerned. Different results were recorded by each of the several journals carrying out performance tests on each model.

To emphasise this point still more, an LG.6 Saloon, which shows a mean maximum speed of 91.4 actually lapped Brooklands at 98 m.p.h. in October, 1938, as reported in the *Autocar* of that time, while an LG.45 Rapide, according to the contemporary issue of *The Motor*, achieved 108 m.p.h. on the same track, in spite of the fact that one could only manage a mean 100.3 for the *Autocar* road test. Both these results were achieved with the cars in standard form. Furthermore, everyone knows that the LG.45 Rapide brakes are, in fact, the most effective of all the 4½-litre models, yet it recorded the worst braking figures of all those in the *Autocar* tests of Lagonda cars!!

Road tests were carried out with a crew of at least two throughout, usually on a distributors' demonstrator that had been driven by all sorts of people and some inaccuracies in performance testing cannot be helped. For the sake of consistency when making comparisons the *Autocar* figures are accepted throughout.

The most striking thing about the performance of the 4½-litre is how little the actual figures improved between the introduction of the model and its cessation. The M.45 Saloon managed 0-60 in 15.8 and 0-70 in 22.2 seconds. The last of the LG.6's did 0-60 in 16 and 0-70 in 21.5. The latest model being credited with a mean maximum speed of 91.4 only 1.4 m.p.h. better than its forerunner. These figures are so close that allowing for errors and so on, the performance of the two cars

THE 6-CYL. 4½-LITRE LAG. (Cont.)

can be regarded as identical as far as mere stop-watch records are concerned.

Throughout the period 1933-40 these figures remained better than any current British production Sports Saloon. The 4½-litre Bentley, although achieving a slightly higher maximum, had substantially inferior acceleration. It can be said that these two cars, both in turn owing much to W.O.'s magic hand, represented the finest high performance luxury cars of the thirties. The only other British car that comes near is the 4.3-litre Alvis, introduced in 1937. The standard of luxury and riding comfort of the Alvis was not in the same class as the Lagonda or Bentley. Its performance figures were nearly identical to the Lagonda with a very slightly lower maximum speed.

It is evident that the company considered that the acceleration and top speed achieved by the M.45 Saloon were sufficiently far ahead of its few rivals, for nothing better to

be required for many years. More power was extracted from the engine, but this was used to propel heavier, more luxurious coachwork, with greater frontal area at roughly the same level of performance.

The LG.45 Saloons were much more comfortable than their predecessors. The ride was smoother and a greater degree of silence was achieved. They were a good deal less tiring to drive on a really long journey, though in town the steering seems a trifle heavier. On the whole, it was a better, though less lively car, which did manage a slightly (1 m.p.h.) higher top speed, while its comfortable cruising speed was a good 5 m.p.h. higher.

The LG.6 Saloons were outstandingly good by any standard. They were lighter to steer than the LG.45, not only because the steering gear ratio was lower, but because of the design of the front end of the chassis. The handling of the LG.6 is certainly lighter than the model it succeeded, and they seem even better balanced. The change in steering ratio

TABULATED DATA OF SIX CYLINDER 4½-LITRE LAGONDAS

(Weights given are as tested, includes some Petrol, Oil and Water)

Type	Year	Model	Price	Weight	Brakes at 30 m.p.h.	ACCELERATION				SPEEDS IN GEARS					M. P. G.	REMARKS
						0-30	0-50	0-60	0-70	1st	2nd	3rd	Top Max.	Top mean		
OPEN MODELS	1933	M.45 Tourer	£ 795	cwt. 32½	feet 31		10	15.4			50	80	95.7	93.7	16	Test, 27.11.33
	1934	M.45 Rapide	1,000	33	28		9.4	14.6	21				100.6	98.4	15	Test, Dec. 35
	1936	LG.45 Tourer	1,000	35¾	29		12.6	17.2	24	28	56	77	96.8	93.0	16	Sanc. I Test, 10.3.36
	1937	LG.45 Rapide	1,050	31¾	35	4.7	10.3	12.8	18.4	41	64	82	103.6	100.6	16	Sanc. III Test, 4.6.37
CLOSED MODELS	1934	M.45 Saloon	950	35½	32		10.4	15.8	22.2	30	50	80	92.7	90.0	17	Test, 13.4.34
	1935	M.45R Saloon														
	1937	LG.45 Saloon	1,125	39¼	35	5.5	11.7	17.3	23.4	29	56	77	93.8	91.0	16	Sanc. III Test, 9.4.37
	1938	LG.6 Saloon	1,195	38½	33	4.9	11.3	16.4	23	30	54	73	95.7	91.4	15	Test, June 38
	1939	LG.6 Saloon	1,295	39½	32	5.2	11.3	16	21.5	30	56	75	94.7	91.4	16	Test, 17.4.39
	1952	MK.VI Bentley	2,875 (Basic)	36¼	33	4.5	10.2	15.2	20.1	36	54	85	100.0	—	16	Big Bore Model For Comparison

does not affect controllability. The riding comfort is outstanding and a still greater degree of silence is achieved. The comfortable cruising speed of the LG.6 was a good 5 m.p.h. higher than the LG.45, that is anything up to 75-80 m.p.h. The only British pre-1940 car that merits comparison with it is the 1939 Overdrive 4½-litre Bentley; this vehicle is somewhat lighter to handle, both in general and as regards individual controls, and it is perhaps a shade more silent, but its performance is decidedly less sparkling, and its ride noticeably inferior to the LG.6.

When the performance of the open Sports Models is looked at, it is evident that considerable progress took place. The original M.45 in 1933 had a mean top speed two up of 93.7. By 1937 the LG.45 Rapide had increased this figure by 7 m.p.h. when tested by the same journal; and by 10 m.p.h. for another contemporary tester; at the same time 70 m.p.h. was reached in 18.4 seconds, an improvement of 3½ seconds. It is, however, surprising too note that the M.45R of 1935 came to within 2 m.p.h. of the 1937 LG. maximum speed and was actually quicker off the mark from 0-50. My own slightly modified M.45R was a good deal faster round Silverstone than Doc. Young's standard LG.45R, and as my brakes were then fitted with the wrong linings, Doc. Young's driving was much more enterprising. Nevertheless, I do believe that the *average* LG.45R is more than a mere 2 m.p.h. better than the *average* M.45R. They are a full hundredweight lighter and certainly handle better unless the M.45R has its front wings removed.

They were the Sports car "par excellence" of the thirties, combining remarkable speed and acceleration with tremendous stamina, as witness their performance in T.T.s, 500 mile races, and the 24 hour races at Le Mans and Spa.

Some LG.6 Rapides were produced in 1938; they were not subjected to Autocar Road Tests, but it is doubtful if they went as well as the LG.45R, being somewhat heavier. The 1939 LG.6 Rapides were drophead coupes heavier still, and were also not up to

the 1937 cars as to sheer performance.

At the bottom of the data table, as a modern yardstick, the figures for the Mk.VI (large bore) Bentley, with manual gear box, are included. It only remains to say that the pre-war Lagondas which have been considered here, bear comparison in every way with the most modern luxury cars. and bring with them an air from an era when quality could still be sought regardless of cost.



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the Zoo,
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JOHNSON JINGLE NO 44

COMPETITION NOTES

By

DR. REXFORD-WELCH

With this last issue for the year feeling, your scribe finds himself rather like Mister Grey, "slowly winding o'er the typewriter". Is it perhaps of value to look back on the year, for much has been accomplished—more Lagondas than ever have competed in a diversity of events and it has been pleasing to note new faces at events, to see members competing rather diffidently for the first time and then see them coming back for more, having found out that the gentler forms of competitive motoring are neither dangerous nor very damaging to elderly machinery.

Perhaps personally, one of the most heartening factors has been the ready help given to the Comp. Sec. in so many ways—either by marshals or in running events and this is perhaps a good opportunity to say "Thank you", furthermore it does, as the Ministers say, "demonstrate the solidarity" of the Club.

This column would not be complete without a grumble—Why have so few members sent in point claims for our annual trophies? The response has been pathetic, and if sufficient claims are not received, it is possible that certain of the trophies cannot and will not be awarded.

The Alvis-Lagonda Driving Tests

This joint event in which the Alvis Club did all the work, bless 'em, proved a considerable success. Firstly the day was singularly pleasant, and secondly the tests allowed rather more steam than is usual to be applied—second runs were indeed hectic and profitable to Mr. Dunlop.

Five tests were run, the well known Dutch Camp near Hindhead being used, and 28 cars completed—19 Alvises and 9 Lagondas.

It was interesting to see such a fine collection of rival vehicles in such excellent shape! and to hear matters mechanical non-lagonda was refreshing.

The tests were of a somewhat traditional type, but Test 1 is truly worthy of a mention, as it combined some fastish motoring and ended with a sharp right turn—a little consideration suggested that this was well worth watching, and so it proved when Wilby, Michael, Hill-Smith and Dearle all neglected to do the final right turn in their enthusiasm—no damage to car, but? pride!

The event was well and truly won by Fincken's Alvis, who gave a first class demonstration of really steady driving and profited by his rivals' mistakes in no mean manner. The first Lagonda was Maurice Leo in the blown 2-litre and a very popular win; as Maurice has been trying hard for a long time but has been dogged by singularly bad luck, mechanical or just hard banks! (see Prescott The 'Ss). Wilby pipped Michael into second place. Of special mention is our new member Dearle, competing for the first time, who ended up ninth—no mean feat driving a large 4½ drop-head.

Following the test, the combined members forgathered at the Huts Hindhead for tea and the usual post mortem on the results. It is hoped that this will become a permanancy in our calendar.

Bentley—Eastbourne Rally

This enjoyable event to which we have been asked, as an invited club, for several years is in danger of not being run in 1955. It is hoped that this is only a rumour as the event is one of the most suitable for Lagondas and always run in an impeccable manner. Many members of the club have competed in this event for several years, and they are known rather nostalgically as the "time we went to Stonehenge", "the time it snowed" or "The Bridges Year"—it would indeed be a pity if our Bentley friends decide that the event must become extinct. It is hoped that more definite information will be available by the Xmas party.

C. R-W.

PROPOSED PLAN FOR THE CLUB IN 1955

Owing to the likelihood of not having a new Hon. Secretary by January next, your Committee have decided that it is essential that the active side of the Club runs as smoothly and as thoroughly as ever.

In order to ensure that all the recognised fixtures come up for your enjoyment on time, a series of Sub-Committees have been formed with the idea that they will be charged with the job of running their particular event or events on the due date.

One person in each will act as secretary to that particular sub-committee and he is the person to whom all correspondence should be addressed.

A fixture list will be printed and circulated to all early next year, but in the meantime here are the sub-committees :—

NORTHERN RALLY : D. H. Coates, Hill Farm, Swine, Nr. Hull.

SOUTHERN RALLY ; A.G.M. : M. Bosworth, The Grange, Upper Sea Road, Bexhill-on-Sea, Sussex and C. Long.

NOVEMBER RALLY : T. H. Wareham, Hay Wood Cottage, Five Ways, Hatton, Nr. Warwick and D. Price.

RACE MEETINGS : L. S. Michael, 26 Bryanston Square, W.1. and M. H. Wilby.

GENERAL COMPETITIONS & SOCIAL COMPETITIONS : C. S. Rexford-Welch, R. Freeman-Wright and P. G. Bartleet.

It is hoped that any member who has ideas about being Secretary will please come forward as the Committee are particularly anxious that the "New Look" of the Club does not fade.

M. H. WILBY.

Editor's Note : A further sub-committee was proposed to "despatch and manage the magazine". It has been deleted. If it survives to function next year, a new Editor will print the correct details of membership. The present Editor has probably less spare time than any other Club member, and cannot consider the extra work the sub-committee already proposes. Furthermore, his limited abilities are such that he would find the new conditions uncongenial and he cannot regard the new organisation with the respect it should apparently command.

FOR SALE

2-litre 1930 Tourer. Metal Body. Present owner 6 years. Very reliable car. Details of past maintenance, owners, etc. Available last 10 years.—£225 o.n.o.—Further details—G. E. N. Adams, Woodside Cottages, Amport, Andover, Hants.

14/60 Spares. "1927, 14/60 Lagonda being dismantled. All parts available. —J. A. Thompson, 49 Wilkinson Street, Ellesmere Port, Wirral, Cheshire."

2-litre Tourer. High Chassis Speed model. Recent re-spray and tonneau. Rebuilt engine.—£150 o.n.o. R.M.P. Williams, Penbryn, Haverford West Pems.

2-litre. 1932 Low Chassis Weyman 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.h. 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.

3-litre. 1933 Saloon. Black/Green. New roof. Leatherwork and cellulose in excellent condition. Engine relined last year at cost exceeding £100. Photo available. Believed only 2 previous owners. Regularly serviced. Genuine reason for reluctant sale.—£190, o.n.o. L. H. Whalley, 3 Milner Road, Bournemouth. Westbourne 61334.

2-litre. 1932. Black Weyman Saloon. In excellent condition, mechanically 100%. Reason for sale given. Will meet anyone really interested.—£280. A. W. Jackson, "Incolasby" 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, London, 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.

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, Surrey. Telephone Epsom 1843.

1933 3-litre. 1941 Swept Saloon, modern appearance. P.100's Hydraulic Jacks, Good tyres and running order. One owner 16 years.—Write : J.S.L. 73, Duke Street, Grosvenor Sq.

FOR SALE (contd.)

16/80. 1933, 4 seater tourer, V.D.P. Engine completely overhauled 1953. Tyres good. ENV gearbox. This car has been looked after and I want it to go to a good type for £150. Some spares available, photograph on request.—G. Unwin, Holme Close, Topcroft, Bungay, Suffolk, Tel.: Woodton 231.

4½-litre. 1934 Pillarless Saloon. Good average condition.—£120 o.n.o. F/S Pilot, A. Wood, 92 AMQ, R.A.F., Driffild, Yorks.

4½-litre. M45. Rapide. Well known and successful car in virtually perfect condition. The following work has been done mostly in the last 12 months. Respray and rechrome, new hood, side screens and tonneau cover. Special exhaust manifolds and chromed external exhausts fitted. New over-size radiator by Sercks: brakes relined, all brake rods renewed. Wheels rebuilt, brake drums skimmed. Reconditioned rear axle. Clutch and clutch stop relined. Crankshaft ground. Fitted new mains and big ends with racing metal. Engine at present stripped for examination. All necessary work being done to bring up to 100%. Block being bored and six Martlett high compression pistons being fitted. Engine flywheel and clutch statically and dynamically balanced by Laystalls. Specialist work carried out by Laystalls, Silicons and M. Leo.—£550. Reason for sale, owner building a Lagonda special. L. S. Michael, 26 Bryanston Square, London, W.1.

2-litre. 1930. LOH Engine in 3-litre short chassis. New body fitted 1950 mag. Valves, guides and springs new 1954—hood shoddy.—£135, o.n.o. Will meet genuine enquirer halfway any weekend. G. H. Bates, 135 Swanlow, Winsford, Cheshire.

16/80. 1933. 4 seater tourer. Immaculate and sound throughout.—£125. Hawes, 3 Holly Hill, London, N.21.

LG45. 1936 Black Pillarless Saloon. Recent engine overhaul. New prop shaft and universal joints. Many extras. Good condition throughout.—£300, o.n.o. or exchange "blown" 2-litre in sound condition with cash adjustment. Major J. A. Rycroft, Carlyon House, St. Neot, Nr. Liskeard, Cornwall. (Phone Dobwalls 282.)

16/80, 4 seater Tourer. First reg. August 1935. Engine sleeved to standard, complete top overhaul, etc. 23/25 m.p.g. New tyres, batteries, and weather equipment. Black cellulose and green interior, trim, excellent.—Offers over £200—A. W. Armstrong, c/o. Mrs. Wagstaff, "Garway", 19 Mulroy Rd., Sutton Coldfield, Warwicks.

16/80 Pillarless Saloon—finished pale blue with red leather upholstery (very good). All tyres and batteries very good indeed.—£120.—Hyde-East, 9 Waldegrave Road, Teddington,—MOlesey 6222.

WANTED

3½ or 4½-litre. 4 seater tourer. About 1935 in thoroughly sound condition. G. B. Thompson, Old Friars, Artington, Guildford, Surrey.

Rapier. 4 seater tourer. 1934-1935 in good condition. J. A. Hawes, 3 Holly Hill, London, N.21.

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The following are *provisional* dates for the 1955 Diary :

April Social Run	17th April ..	Closed.
Southern Rally (Driving Tests) ..	21st May ..	Closed.
Northern Rally (Driving Tests) ..	2nd July ..	Closed.
Lagonda/Alvis Clubs (Driving Tests) ..	11th September	Closed.
Annual General Meeting and Concours	2nd October ..	Closed.
November Handicap Rally	12th November	Restricted Invitation
Christmas Party	16th December.	



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for Lagonda Club Members

The Committee have ordered a supply of Club Ties which will be made up in good quality, non-creasing rayon. The design, a sketch of which is reproduced, features the Lagonda badge in silver on a maroon ground; the diagonal stripes are pale blue. Price is fifteen shillings and sixpence (postage, sixpence extra). It is suggested Members make arrangements for the "ladies who sit on their left" to see this page and make a note of the address below as these smart ties are good quality, good taste, good value and make most acceptable gifts. Please send orders with remittance (Ties 15s. 6d., postage 6d.) to:

Charles Long, 39 Rosehill Park West,
Sutton, Surrey.

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THE LAGONDA CLUB.

INCOME AND EXPENDITURE ACCOUNT

for the Year ended

31ST AUGUST, 1954.

1953				1953			
	To <u>Postage, Printing and Stationery:</u>			£530	By <u>Subscriptions Received</u>		£547
£250	General	£197					
45	" Spares and Technical Service	51		70	" <u>Entrance Fees</u>		71
25	Northern Secretary	12	£260				
	" <u>Magazine: Publication and Distribution</u>				" <u>Profits on Miscellaneous Sales:</u>		
	<u>Costs</u>	£367		39	Badges and Instruction Books	£33	
295	<u>Less: Advertising Receipts</u>	19	348	1	Christmas Cards	19	
6	" <u>Loss on Events and Competitions</u>	£13		5	"For Sale and Wanted" Circulars	9	61
8	" <u>Awards</u>	21	34				
-	" <u>R. A. C. Subscription</u>		12				
-	" <u>"History of the Lagonda" Fund</u>		15				
£629			£669				
16	" <u>Surplus Income for the Year</u>		10				
£645			£679	£645			£679

BALANCE SHEET

at

31ST AUGUST, 1954.

1953				1953			
	<u>GENERAL FUND:</u>				<u>CLUB PROPERTY:</u>		
£72	Balance at 1st September, 1953	£88			Night Trial Trophy, Competition		
16	<u>Add: Surplus for Year</u>	10	£98	£43	Equipment, etc.		£40
90	<u>COMPETITION RESERVE FUND</u>		90				
-	<u>THE HISTORY OF THE LAGONDA FUND</u>		15	142	<u>STOCKS AT COST:</u>		
					Instruction Books, Badges, etc.		72
	<u>SUNDRY CREDITORS:</u>			35	<u>SUNDRY DEBTORS</u>		14
224	General	£179		198	<u>CASH AT BANK AND IN HAND</u>		282
16	Members - Subscriptions paid in Advance	26	205				
£418			£408	£418			£408

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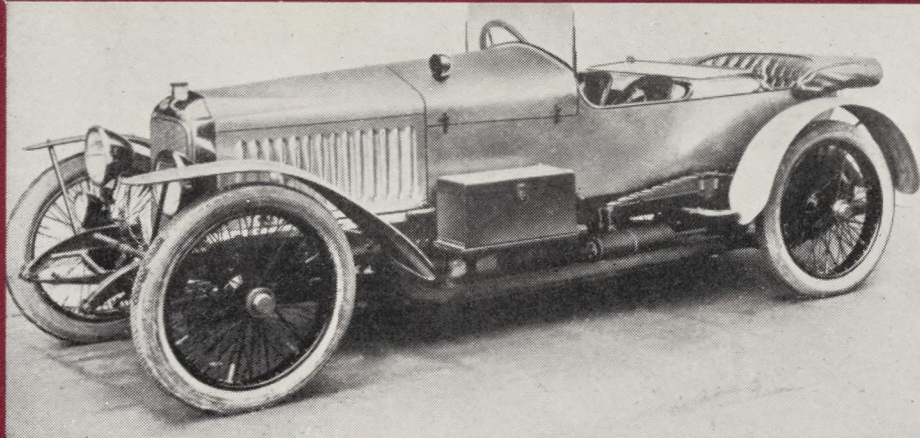
THE SPORTS CAR

Its Design and Performance



COLIN CAMPBELL

M.Sc., A.M.I.Mech.E.



30-98 VAUXHALL 4-SEATER INTRODUCED IN 1913
(*'Autocar' Photograph*)

THE SPORTS CAR

ITS DESIGN AND PERFORMANCE

By

COLIN CAMPBELL
M.Sc., A.M.I.Mech.E.



THE SPORTS CAR OF THE FUTURE THE B.A.T. VII.
(*'The Motor' Photograph*)

About the book

THE Author, a research engineer by profession, is a keen competitor in club events, and has been driving sports cars for the past twenty years. He has made a special study of engine tuning and is particularly well qualified to write this book. It is intended for the intelligent and keen owner of the sports car, who wishes to know more about the design, the *raison d'être*, of the component parts of the vehicle.

STEP by step Mr. Campbell considers the ideas behind the design of modern components, also the problems confronting the designer and how they are solved. After a short introductory chapter on the development of sports cars, chapters follow on the engine, including a detailed study of the factors influencing the maximum power developed, and new data on the super-tuning of engines. Road holding has a chapter to itself and the cornering behaviour of the rigid axle and of the independently sprung sports car is discussed and explained. The four wheel drift is analysed for both front and rear drive cars. Other chapters deal with the suspension, chassis frame and body, the transmission, brakes (including the operation of hydraulic brakes and the disc brake), tuning and performance. The book concludes with a discussion on possible future developments and a useful glossary of technical terms.

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The photograph reproduced on the front of this leaflet shows Ian Appleyard, with his wife navigating, on the climb up the Col d'Allos, and is reproduced from 'The Motor' by courtesy of the Temple Press.

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- The Engine : Induction and Exhaust.
- The Engine : Miscellaneous Components.
- The Engine : The Trend of Design.
- Road-Holding.
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