

No. 17

Summer 1955

THE *Lagonda*



THE LAGONDA CLUB

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

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

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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*

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OUR COVER PICTURE

This excellent photograph of the line up for the start of the "Lagonda Race" at the Eight Clubs' Silverstone meeting is by member Teddy Fader. It is quite outstanding for its technical quality and is undoubtedly the best print received during the reign of the present Editor. Mr. Fader has kindly explained on page 25 how members may achieve similar results.

THE CLUB BADGE

An enterprising firm who sent specimens of badge transfers for consideration by the Committee brought to a head the question of changing the Club badge, a subject which has been mooted from time to time. Newer members may not know that the incredibly ugly design which disfigures both this page and the front cover of this publication and which sits ill-at-ease among comelier rivals on the front of member's cars is a replica of the radiator badge of the 11.9 Lagonda Light Car. Its adoption on the formation of the Lagonda Club was perhaps something of a political and tactfully neutral expedient when somewhat conflicting loyalties to the old 2-litre Register and the Lagonda Car Club (with winged badge) were to be fused in a new allegiance which gave neither faction any apparent supremacy.

If this old design had some special charm and artistry of a past era or was specially and generally associated with the name Lagonda, any suggestion of change would smack of alteration for alteration's sake. It has no such redeeming features.

In fact it is as ugly a piece of lettering and design as was ever produced in an aesthetically decadent era—and to most people who associate the name Lagonda with some stylised wing formation first sight of it comes as something of a nasty shock. Furthermore, the

car badge is not even in the Club colours. This scribe feels that retention of the present design can be argued only on grounds of misplaced pedantry. Do other members agree? Before the A.G.M. when this matter can be discussed and decided, readers may like to write their views for our "Correspondence" page.

F.W.

★ ★ ★

PIEBALD 2-LITRE

Parked at the corner of Wardour Street and Shaftesbury Avenue one afternoon during the railstrike, and attracting quite a lot of attention, was an unkempt high-chassis 2-litre disfigured by odd panels of cream paint slapped on the wings and on the black fabric of the doors and scuttle top while the name "Renee" in large rough letters was daubed below the cutaway on the offside. The windscreen bore a large card reading "For Sale. Ring KEN 9105". Owner of two months standing was a sweet young Swiss lad whose return to Switzerland was imminent and who could not understand why the old Rolls engine under the bonnet damped our enthusiasm nor why we thought £100 too much to pay for a piebald bastard near disintegration.

A. G. M.

SUNDAY, 25th SEPTEMBER

The Annual General Meeting and Concours d'Elegance will be held on Sunday, 25th September, at Brimpton Grange, Wheatley (9 miles from Oxford on A40), Ample parking and picnic facilities. Hotel lunch 5/-.

BOOK LUNCH IN ADVANCE FROM

DOUG PRICE

THE SADDLERS ARMS, NEW YATT, WITNEY

HON. COMP. SEC. BECOMES MORE LETHAL

Dr. Rexford Welch has acquired the M45R which Billy Michael entered so successfully in many Club events. Let us hope Rex will be as successful, for despite his persistence with the Vintage 3-litre over the years, he has yet to gain a pot. The M45R was probably the best Lagonda value offered for a long time as over £1,000 had been spent on it during the past three years and it was virtually a new car. The Doctor's fine old 3-litre has passed to John Whitmee, a craftsman wheelwright and friend of 3-litre competition member Ron Newman. Condition of sale was that buyer joined the Club, so "Welcome to the fold, John!"

★ ★ ★

WEST-END SHOWROOMS FOR LAGONDA

Where members may have wine and dined in one of Mayfair's exclusive restaurants, new showrooms at 96 Piccadilly are nearly completed and will shortly be opened by the David Brown organisation for the sale and display of Aston Martin and Lagonda cars.

★ ★ ★

JUSTIFIED CRITICISM

A critic, whose constructive remarks we always respect, has commented that the magazine lacks technical articles. True. Unfortunately, our spares Registrar has not been able to contribute his informative and enjoyable Technical Topics for the past year—how this feature has been missed!!!

Our critic suggested the reprinting of some of the technical articles published by the 2-litre Register. This we propose to do but in addition we should like to print some new material contributed by our present readers. Articles on the care and maintenance of the 4½-litre models would be particularly acceptable. Press day for the Autumn Magazine should be 1st September, 1955.

OUR ARCHIVIST

The Club has now an Archivist. As first custodian of the Archives the Committee has appointed Alan Audsley and adjured him to garner and treasure every photo, cutting and scrap of information relating to the name and history of the marque Lagonda.

To move on from the mediaeval magnificence of the name to the exigencies of the present situation, some real concern is being felt that owing to the chequered history of the marque, there is no complete historical account in existence and unless some effort is made quickly to collect and collate every available photo and piece of information it will soon be impossible to compile a reliable Lagonda history.

C. G. Clarke (remember "Southern Rally, 1902"?) and Gordon Watts have both sent photographs of great historic interest—probably other members have other old photos of machines, people and events (the Club

will have copies made and return originals). Equally as important as pictorial evidence are records of conversations and meetings involving people who were associated with the old Lagonda organisation—as time goes on, memories fade and the number of such people grows less.

Will members please make a special effort to find any old records they possess and send them to Alan K. Audsley, Esq., Greenways, Hedgerley Lane, Gerrard's Cross, Bucks.

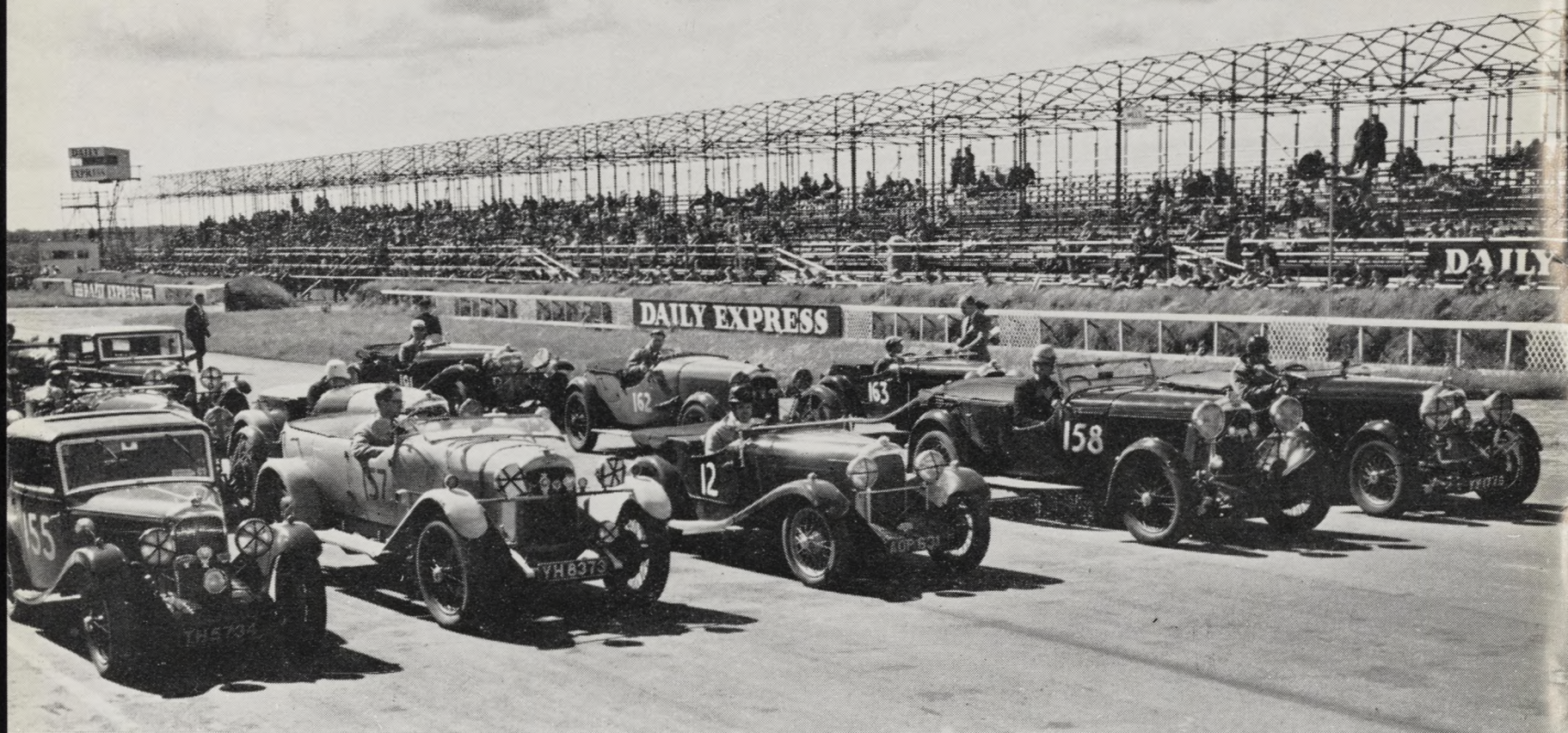
★ ★ ★

CHRISTMAS CARDS

As a change from the usual photograph, Geoffrey Allen has been asked to draw one of his funny cartoons for the Club Christmas Card this year. Just as we go to press the Editor has received the sketch and he assures members it is one of Geoff's best. Reproduction and full details in the next issue.



"Any more wishful thinking about 'Rapides', Charles, and not another copy of that Lagonda rag comes into this house!"



The line up for the Lagonda Handicap at the 8 Clubs Silverstone, photographed by Teddy Fader

THE 8 CLUBS SILVERSTONE MEETING

WHEN MY GOOD FRIEND Arthur Jeddere Fisher resigned, at the 1953 A.G.M., from the position of Competition Secretary of the club he propounded certain forebodings which amounted to the fact that "competition was not wanted in the Club"; the year after a small but definite upwards trend was noted but the last two years have shown his words to have been inaccurate in the extreme.

Event 9 on the race programme of the Eight Clubs' Silverstone Meeting read: 5-lap **Handicap Race for Lagonda Cars**. This was the second venture by us in the way of a handicap race on the track; the former being at the Bentley Silverstone meeting last year. It was not proposed to increase our programme in this direction this year but *so many demands* were made that this race was included—and very fitting, as we are one of the Eight Clubs.

Under the impressive heading above appeared the following eighteen names of

stalwarts who were prepared "to risk life and limb" and to allow the mouse to see the cheese.

E. M. Lane	1935 Rapier Coupe	2m. 55s.
*R. A. Scates	1928 2-litre tourer	2m. 05s.
P. G. Bartleet	1927 2-litre tourer	2m. 05s.
D. G. Cooke	1935 Rapier tourer	2m. 00s.
J. F. H. Kearsley	1930 2-litre tourer	2m. 00s.
A. H. Gostling	1932 2-litre Continental	2m. 00s.
J. W. T. Crocker	1933 16/80 tourer	1m. 45s.
D. W. Price	1931 3-litre tourer	1m. 45s.
R. H. Paines	1933 16/80 tourer	1m. 35s.
R. A. Newman	1932 3-litre tourer	1m. 30s.
M. H. Wilby	1934 Rapier tourer	1m. 30s.
R. P. F. Hare	1937 D.Head 4½ coupe	1m. 10s.
C. Lyne	1934 4½ saloon	1m. 10s.
R. S. Page	1932 2-litre (S) tourer	55s.
R. Hill-Smith	1934 4½-litre	50s.
M. Leo	1930 2-litre (S)tourer	50s.
D. D. Overy	1937 4½-litre rapide	30s.
†C. Mulholland	1936 4½-litre team car	10s.
L. S. Michael	1936 4½-litre team car	Scratch

* Ran big end on way to meeting.

† Lost second gear after practice

This impressive collection of ironmongery was eventually lined up by the starters and

very nice they looked too, all polished and with an array of crash hats ranging from the latest Ferrari model painted in a matching tint to some whose designers had drawn inspiration from domestic utensils—and china at that!

The Lagonda Glendenning?

While the above process was taking place a commentary was given over the Tannoy on the history of the Lagondas on the grid by Chairman Freeman Wright. He was a majestic sight climbing the sagging ladders leading to the commentator's box with sheaths of notes sticking out of his pocket giving the illusion of wings—some bird!! Nevertheless, he gave a very interesting discourse on the line-up from “borrowed” facts and a very good resume of the race. The B.B.C. ought to date this lad (?).

Scratch Man's Hopeless Task

Starts were unspectacular with perhaps the exception of Leo and his was more noticeable for sound than speed—how the Beaconsfield Police and Maurice are friends beats all comprehension! The unfortunate scratch man had to wait and wait and had completed nearly three chapters of “How to be a racing driver” before the starter woke him from his literary trance by wagging a little Union Jack before his eyes—Billie then left in an obviously fruitless attempt to catch the field.

Newman's “Incident”

Lane in the Rapier was motoring very safely and obviously out to make no mistake; he was never challenged and probably never sighted pursuit in his mirror for the whole race. All stories of races should have an “Incident” and this race was no exception, for Ron Newman kindly obliged by going a trifle wide on Becket's corner and collected a marker drum which wedged nicely under his front axle and then . . . continued to drive over one circuit with the offending object in place. This caused some apprehension in the pits as, perhaps, the one really naughty offence is to press on when anything effects the steering. The Club's black mark is unani-

mously awarded to Ron. This action also caused some nail-biting on the part of Price who found the strangely steered vehicle ahead of him impossible to pass.

Our worthy Hon. Sec. had his moments, for on the first bend (Copse) his throttle jammed wide open to his embarrassment. While this trouble was being cleared Messrs. Hill-Smith, Page, and Leo passed all giving, a nasty leer in his direction. Nevertheless, Leo's leer didn't last long as he passed out with a slipping clutch round the next corner, while Wilby pressed on to take Kearsley and nearly pass the “Hip-bath” with Peter Bartleet driving from the plug end.

Scarlet Woman Proves Fast

While all this was going on Overy was pressing on in the “Scarlet Lady”, to no mean order, in fact ending up fourth after some very pleasant, fast, safe, motoring. Douglas Price in the 3-litre, after a battle with Crocker, which cost the latter a big-end, experienced certain difficulties dodging the marker drums displaced by the “abandoned” Newman and at the end of the fourth lap saw only Lane and Cooke ahead; however, a glance in his mirror would have shown heavy $4\frac{1}{2}$ metal on his tail and soon in front! Paine, after a very sporty first rounding of Woodcoote corner—he got 75 m.p.h. on the straight (driver's statement) but had forgotten about the corner, to the spectator's glee—had his motoring further upset by Hill-Smith, Overy and Lyne who dashed by in a very pointed manner. Gostling deserves mention for driving a very steady race with a tight engine (repeat *engine*) and managing not to get in anybody's way—high praise in any race. Billie Michael contacted rough luck as the “team car” experienced fuel starvation and the Michael-Overy duel did not take place. A pity, as Billie of all people, was responsible for the big entry—he being a “whipper-up-of-members” *par excellence*.

The final result, Lane—Hill-Smith—Cooke—Overy, was one that pleased all concerned and reflected considerable credit on the handicappers—a very downtrodden trade!

C. R-W.

London Pub Meet

Despite the absence of several "regulars" who had arranged summer holidays without consulting the Club Diary of Events, there was a good muster of members inside, and there were over a dozen resplendent Lags outside, the Coach and Horses, Avery Row, W.1, on Thursday, evening 16th June last. If distant members think that a dozen Lags doesn't sound much of a turnout, it should be remembered that very many members use public transport and many come straight from "work". Others sink into anonymity and lose identity by parading in lesser breeds (Morris Oxford, etc.!) But even thirteen or fourteen Lags parked together in Mayfair's vast expanse of Rolls, Bentleys, Jags, Sheer-

lines and others parked radiator to tail-light are enough to make an impressive and exhilarating oasis in a demi-scrub of non-description.

Bureau-arranged Marriage

Attending his first pub meet was Peter Andrews (2-litre with 3-litre wings) who discussed mutual Army acquaintances with Roddie Hill-Smith. Betty Smallwood, whose typing services in the Secretarial department cannot be over-valued, introduced quite a new topic in conversation—bureau-arranged marriages—on the *modus operandi* of which she spoke most authoritatively! Discussion of Le Mans was inevitable (the Editor was quite unable to understand why the event was held at all in the absence of Charles Long) and was intensified by the arrival of Alan Dakers almost straight from the DB pits and armed with photos of the Lag taken before its unfortunate exit. Donald Overy examined these most thoughtfully as though contemplating the entry of The Scarlet Woman next year.

BILL BIGEND says:—



"These 'ere open cars is alright for the winter but they're no perishin' good for a typical English Summer!"

Good Tyres for 8s. 9d. each

Fashion highlight of the evening was the picturesque pale delphinium blue pullover (sans jacket) of the Hon. Comp. Sec. who talked shop with Dr. Stratton, still a N.O.M. and again thinking of taking his Hotchkiss to Spain. As usual the two inseparables, Doug Price (again all the way from Witney) and Harry Gostling nattered as though they hadn't seen each other for years. Probably the most-envied member present was George Bussey who told how he had bought two good s.h. tyres for his 3-litre at a Soho auction for 17s. 6d.—bidding started at 5/- for the two!

When time was called at 11 p.m. several intense discussions groups were reluctantly broken up, obviously to be reformed and continued at the next gathering in July.

By the way, make a note that the next meeting—same pub—will be on Thursday, 18th August—6.30 p.m. onwards or earlier if thirstier.

PUB CRAWLER.

TOOLS

ENLARGED UPON BY C. S. REXFORD-WELCH . . ILLUSTRATED BY G. W. ALLEN

MOST ARTICLES appearing in THE LAGONDA spring from hearty prodding by the Editor, who, poor fellow, finding the next issue creeping up on him and the copy tray as bare as Mother Hubbards' cupboard has to take rapid action before all members owning a pen disappear to ground like a herd of pre-myxoema bunnies. However, this brain child was born in Regent's Park from the request of a modern vehicle, an expensive one at that, to a vintage Lagonda for a "piece of copper wire, please". Naturally enough the odd fathom of c. wire was to hand and the gentleman could bind up his rear bumper from which the sole $\frac{1}{4}$ inch bolt had given up the struggle of carrying bumper, G.B. plate and a fiersome array of rearwards facing lights, radar, to wink and blink and generally dazzle all who dared to follow in his wake. !!

It was on seeing his tool kit consisting of a few poorly forged spanners trying to hide in black paint, a screwdriver, pliers, kingdick that had never seen Abingdon and three feeble box-spanners plus thin tommy bar that this scribe reflected—despite all the modern advances credited to the motor industry, in respects to tools and spares the years have seen a steady decline to the present position where the proud owner of a new car is left with equipment that can be trusted to let him and his knuckles down.

Let us examine the position from the historical angle and divide the field into Veteran—Vintage—Modern and, in these three groups, trace the picture that might be found during a breakdown at the side of the road—no A.A. scout, no convenient garage—just you, the missus, a long empty road and the falling shades of evening. Few will, I think, find the stage directions difficult to follow, most of us have found ourselves as the principal

actor is such a drama—and no prayers, to date, directed to Dr. Forshaw have made him materialise in ghostly form to advise with pockets bulging with spares.

Veteran Days

As soon as the mastadons had been swept from the country and the more cumbersome government persuaded to pass a Motor Traffic Act to allow cars to run on the Queen's Highway—the last manoeuvre being more difficult to accomplish than the former hunting feat—motor vehicles made their appearance in limited numbers. They were expensive, piloted by gentlemen of wealth and assuredly of the most indomitable will. This quality is revealed by considering the tool kit and spares they packed for the odd pleasure run—they did not anticipate trouble—they knew they would get it, such were the vagaries of the explosion engine! The following are abstracts from a motoring encyclopedia dated 1913—

"No car can be considered ready for the road unless a very complete range of tools and spares is carried". "The employment of baize or felt is essential and proves advantageous in deadening noise and acts as a dust preventive". "Spare tubes should have their own waterproof bags." "Care should be taken to replace spare parts as used otherwise inconvenience may result." These sage reflections are followed by a list of tools and materials to be carried for *normal* occasions and are listed in an abridged form:

Acetylene Burner Cleaners—also assorted nipples. *Blades for Coil*. *Blow Lamp* at least $\frac{1}{2}$ pint capacity. *Bolts and Nuts* of all sizes—also split pins, taper pins, washers, spring and flat to fit all important parts of the car. *Box Spanners*—a selection. *Bradawls*—two or three different sizes. *Calcium Carbide*—in

TOOLS (contd.)

air-tight tins. *Carburettor* Fittings—including spare needles and copper filter gauze. *Cleaning Cloths*—a variety called Garlio recommended. *Cold Chisels*—a couple. *Collan Oil*. *Contact Maker Spares*—various. *Copper Rivets*. *Copper Wire*—two coils, thick and thin. *Emery Cloth*—two sheets of all grades. *Files*—flat, round, half-round, dead smooth, rat-tailed and three cornered. *Footprints*. *Funnels*—one for petrol, oil and water. *Hammers*—suggested that anything less than 2 lb. is useless. *Helical Springs*—A duplicate of EVERY spring on the car, except axle springs. should be carried. *Inspection Lamp*—Davy type recommended. *Insulated Wire*—both high and low. *Insulating Tape*. *Knife*—clasp with two blades of high quality recommended. *Links and Pins*. *Oil Cans*. *Pliers*—normal and gas. *Punches*—a selection. *Resin*. *Rubber Tubing*. *Rule*. *Screw Drivers*—three of these useful articles should be included. *Screw Jack*. *Solder*. *Solder Bit*. *Spanners*—a vast number of all types recommended. *Sparking Plugs*. *Tyre Outfit*—this consists of a very comprehensive selection of tyre needs. *Valve Springs*. *Valve Grinding Paste*. *Valve Lifter*. *Vice*—small one recommended. *Voltmeter*. *Vulcaniser*. *Washers*—various. *Wrench*.

That these motorists carried their own "RASC department" around with them is true, for repairs, that we would consider

out of this world, were carried out by the early motorists as a matter of routine. Broken springs, valves, chains and half shafts (if present) were repaired on the road and it is probably for this reason that one rarely sees a private car with only driver depicted. However, they had certain factors in their favour. Most had experience of repair on friend's cars before buying one themselves. The engines were the best ever devised for accessibility and the component parts were large, very well made and always numbered or "popped" so that incorrect reassembly was unlikely. Also, it is true to say that the standard of courtesy demanding one motorist to stop and help another brother in distress was at its height.

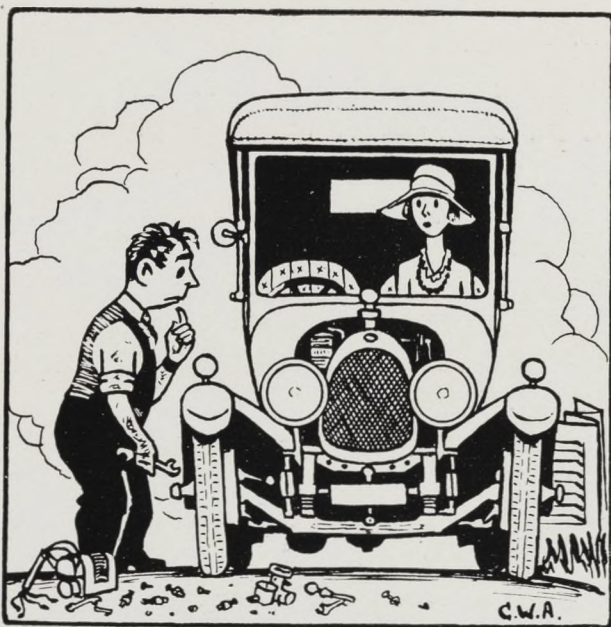
Where was all the vast agglomeration of tools and spares concealed? In the early days one or two large tool boxes of varnished mahogany on the running board was a standard and the car was literally riddled with drawers, cupboards, and containers. It should be remembered that the high bodies allowed for very deep containers under seats and the carpenter of that era was no slouch, given such an opportunity.

Vintage Days

Leaving our veteran plugging along the road at a steady 30 at 200 revs despite his load, we come to the vintage period, 1914–1930, and though the cars have changed beyond all recognition, both in shape and performance, it is plain that the manufacture still considered the owner a man who would understand the internals of his car and be prepared to help himself in times of trouble. In some cars the tool kit was still on the running board or else in a locker but in nearly all instances the stowage was adequate and designed to keep the tools in good condition. For example, on many Lagondas tools were stowed in a comprehensive leather pack which was incorporated into one of the body panels on the passenger's side of the cockpit; other methods were stowage in wells below the passenger's feet (rear) or in a locker behind the rear seat squab. In many other aspects the cars showed features to assist in repair—the jack neatly fitting into brackets under the



"Assorted acetylene burner nipples"



"A man who understood the internals"

bonnet, tools specially made for the car held in clips, and on all good class vintage cars a separate plug in the dash for a trailing light. While all these features were still considered worth of inclusion by the maker, the design of the engines still, as in the veteran, afforded access—engines were mounted cleanly in chassis and no air cleaner-hot and cold heaters had filled the bonnet with their long and tenuous trunks. Most vital parts could be got at without removing half-a-dozen other components—happy days!

Modern Moments

The present day car offers much in the way of comfort but quality in design for maintenance, by the owner, is as dead as the dodo. The all-enveloping body, made of metal of a thickness that would have made the veteran driver have a fit and the vintage counterpart feel ill, being spot-welded, is, when fixed on by the factory, on for good. This, coupled with an engine room of ever decreasing size, low slung engine, high front wings, leaves the power unit cowering in a deep dark hole and on top of it, the intricate plumbing of the air-cleaning and air-heating/cooling unit. The whole is impenetrable as a pub after 10 o'clock. For example, if the choke cable pulls out at the engine end, from its pressed steel welded clip, it is necessary to disassemble all the above mentioned plumbing to get at one bolt—half a minute on veteran or vintage but 2 or

3 hours on a new car costing over the £1,000.

With this set-up it is not surprising that tools have degenerated. In the cheaper cars they consist of a roll slung in the boot which invariably lets in the rain and it is a race between disintegration of the boot floor and the tool roll. In the more expensive cars some kind of drawer is provided, either in the watery boot or under the dash. In *all* instances the tools provided are of the black pseudo gun-metal finish and must all come from the same factory as it is impossible to buy such abortions at any tool shop.

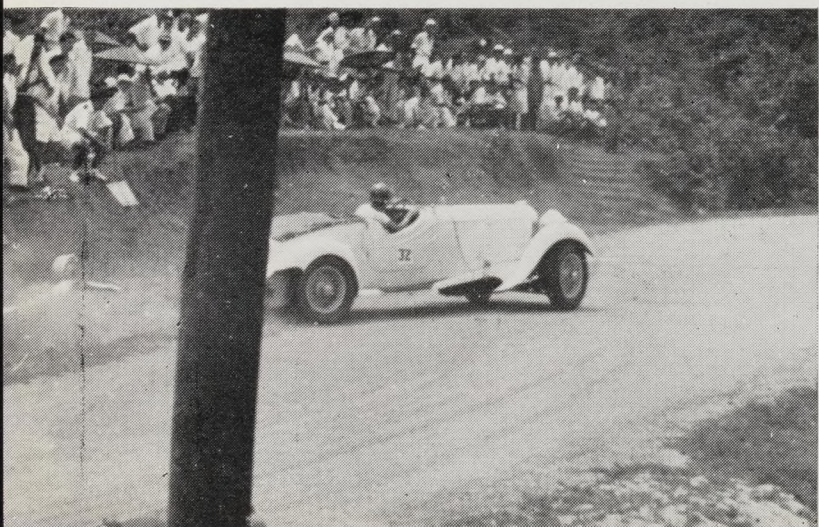
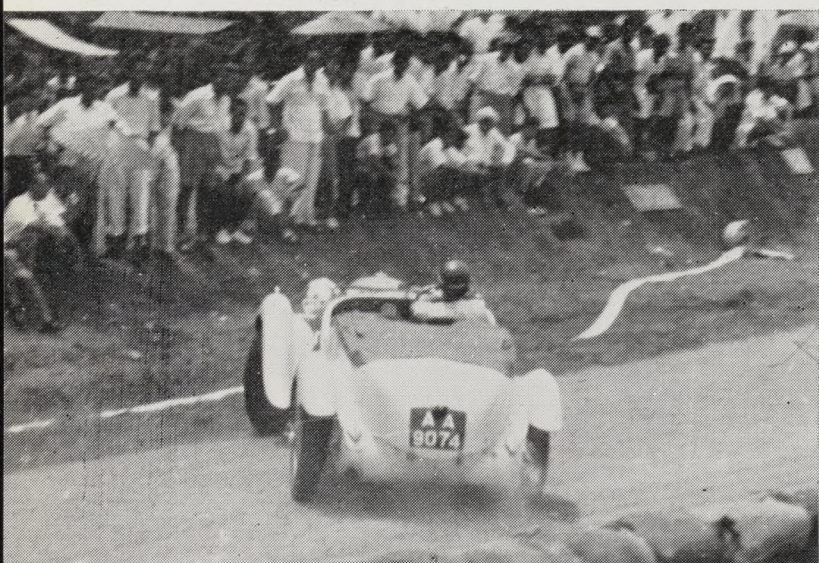
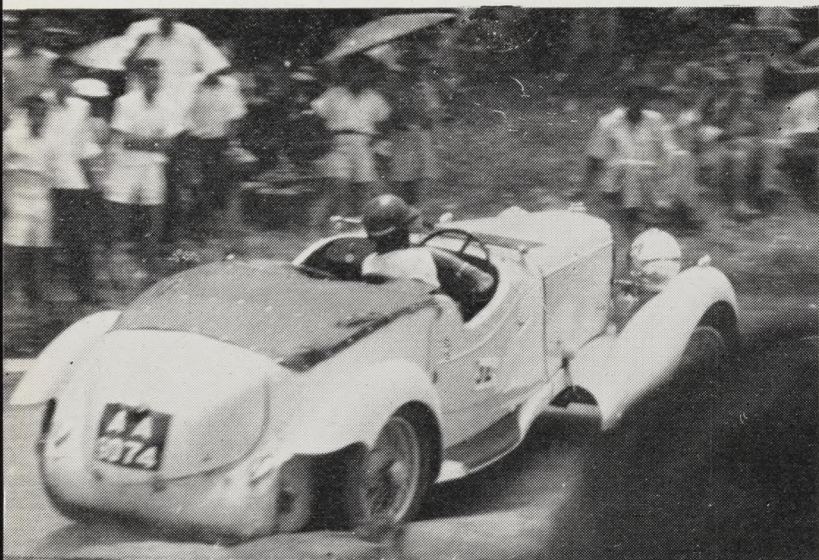
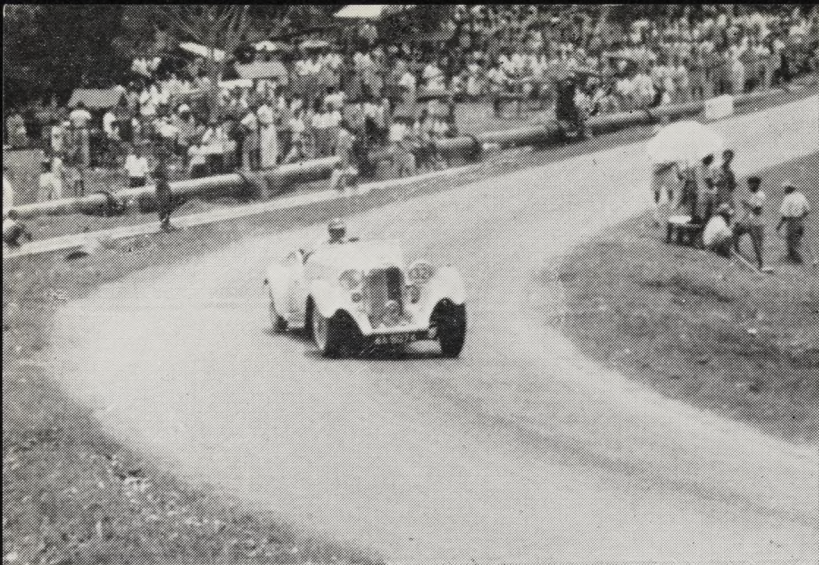
It is not surprising that a chat with an A.A. scout produces revelations on the helplessness of the average modern motorist. Once his little automobile stops, though he might like "to get out and get under", he has little to take with him as supplied with the car by the proud manufacturers. Though it may be the 10,000th of its horrid little type its tools are quite inadequate even to tighten a bolt.

This article is now considerable longer than the length of copper wire that started it—but brother go to the Motor Show and ask the pretty lads on the stand to "see the tools" and have a free laugh.

Envoi. Thus ends our little comparison. Veteran and the Vintage cars can be seen disappearing down the road—repaired. The modern where is he? the car is still by the roadside but the driver—slowly wends his way to A.A. box, his mind on tows and bills.



"His mind on bills"



Report from Malaya

DIGRESSIO AD ABSURDUM

THE PATIENCE even of Quack's bank manager has its limits, and mid-September sees the wight, well up to the inlet without a steering wheel, cast his castoff duffle to gelid Malayan Needham and scramble aboard vintage Argonaut *en route* for glamorous East.

This is always an entrancing journey, from pouring murk of London to bracing cheer of Frankfurt and golden ebullience of Rome—who won the darned war anyway? — back to baking heat at Cyprus, plus overwhelming dirt in the Middle East, back to civilisation in Ceylon, and finally the roaring boom city of Singapore; all this and a refund on the empties!

Actually, it wasn't as smooth as all that in this Argonaut; the old bucket went U/S three times on the way, choosing Beirut, Damascus and Bombay to do so, and furthermore kept mysteriously running out of beer in the air.

Quack was collected and whipped off to where the Rapide was undergoing a repaint reglaze and unbashing at the expense of the marine insurers, arriving in mid tirade from owner of Speed Six Bentley complaining he couldn't get any attention around this joint with everybody clustered round that blistering Lagonda; however, he hadn't seen Quack for a long time, and took him off in his second string instead, a 1926 Rolls Twenty. The subsequent round-the-houses dice was so unnerving that a halt was called at the Adelphi, where there was a wedding party including the owner of the Phantom I towering outside. Fortunately none of the consequent splinter party were actually getting married themselves.

The next thing was an encounter with none other than R. E. Rutherford, once of Lagonda's service department and now globe-trotting on an expense account obviously not Lagonda's. This befell at a ringside table in a nightclub; a nightclub with a wench, suitably attired for the climate, singing naughty songs. You could see she had talent.

Quack's Progress. These enlargements (left) from a ciné record of the Malacca Hill Climb, show the fallacy of Quack's theory that he could exceed 70 into the esses.

This was somewhat of an embarrassment to Rutherford and Quack, by now hotly arguing the toss on Lags in general and Rapides in particular, and since most of the customers seemed to be incipient anti-vintagists, they plashed out into the bar instead, to look at Rutherford's dirty pictures (*all Lags and Bentleys, Winkworth, and don't leave out this box*). Later Rutherford flew off to India to drive somebody else's Lag, and the Rapide, with Quack's gear and a hundredweight of fast moving spares in the back, came near to lowering the all Malayan record to Ipoh.

Quick Parch

The next month, devoted to frenzied maintenance and the sordid business of paying for new tyres, soon passed, and sail was set for Malacca, crewed by Jupe, taking time off from vintage Austin Seven—a dangerous brute—and Quack's personal insurance king, whose rates for the job had been beaten down and who lived to regret it *vide infra*. Jupe was vociferously parched after 150 miles and had to be filled up at Kuala Lumpur, so we were a little late at Malacca for the Saturday afternoon vintage and pvt rally, arriving parched—just as the chaps were forming up and moving off for, we guessed, a little serious refuelling. We chased them round Malacca, turned suddenly left and found ourselves rushing round a football stadium jammed with cheering crowds being told over the Tannoy that we were the old crocks rally.

Edwardian Rolls and White Gloves

The chap in front, a character who religiously donned white gloves every time he embarked in his 1910 Rolls, thought this was the last straw. Jupe was parched.

The organising genius had forsaken his Silver Eagle long enough to book the boys, in at a wonderful Chinese hotel; we were delightfully situated next the bar, and rule six on the wall said "No gambling, bringing in of prostitutes, smoking of opium, or anything that goes against the law is prohibited". We did not have time to investigate to the

full the possibilities of this delightful establishment; there was beer, and Jupe was parched.

Under weigh again at Oh-Christ-double-oh (with acknowledgements to the Senior Service), a stop was made at an inspection pit to see what was falling off underneath; Jupe, as tallest member, was sent below decks, parched, to tie rope round a battery with separatist inclinations, and so to business. Now Jupe is one of those awfully decent chaps who sell Shell, and was also, in the eyes of the Castrol man, the only member of the party handsome enough to be the owner of the Rapide, and before he could say X100 he was completely equipped with a Castrol eyeshade and a copy of *Achievements 1953*. The body was revived with orange squash and battle commenced.

70 in Third Too Much

The hill was in fine shape, sandbagged to the eyebrows. First run, quite tidy, 41.3 second run, Quack had a theory he could go into the esses faster than 70 in third. He was quite wrong; no grass will grow on them thar hills for a long time, Jupe dropped Quack's camera and hollered for railway tickets back to Ipoh, and Quack's personal insurance king was in such a hurry to get down the hill and lay off some side bets on his commitments that he went crupper over fetlock and gashed his hand on a bottle. 43.2.

Third run, 40.1, tied for first place in the pvt sports car class, with a device alleged to have started life as an SS100, and fourth run 39.7 in sports cars unlimited wasn't good enough to cope with TR2's and one of the Austin Healeys. And so to bed, via 238 parching miles and a one and a half hour stop to refill Jupe, at one in the morning.

The flag is still flying in this neck of the woods; the Rapide has done 24,000 miles in the year Quack has had it, and is proving itself an entirely suitable vehicle for this part of the world. There is but a pile of oily bits where once stood an M45; it is intended that something stark and reasonably quick will eventually emerge. If Quack survives this dienst, he will go to Malacca again in it.

"QUACK".



An exceptionally good "speed" photograph by Louis Klemantaski, showing the prototype V12 Lagonda running at Le Mans. Reg Parnell is at the wheel.

Unfortunate Exit of Lagonda at Le Mans

Eye-Witness account by ALAN DAKERS who was present in the David Brown pits.

THE PROTOTYPE Lagonda that ran at Le Mans this year, was driven by Reg Parnell and Dennis Poore. Only the engine was similar to the car raced last year—the chassis and body style being completely new design and disc brakes being used for the first time in place of the usual drum type.

As the moment for the start of the race came near, the Lagonda, No. 1, was moved into position at the top end of the pits. With a minute to go Reg Parnell took up position opposite—tensely waiting. Count Maggi dropped the tri-colour and the whole field roared away on the first lap, at the end of which Reg Parnell was ninth. After the first hour, an hour in which the terrific pace had already lowered the lap record several times, the Lagonda lay in sixteenth position and was motoring well. At 6.30, with 2½ hours gone, Reg, lying ninth, came into the pits to refuel and hand over to Dennis Poore. Hardly had the car got away before there occurred the terrible disaster in which so many people

were injured and killed.

The race continued and at 8 p.m. the Lagonda was still ninth and in close company were the three Aston Martin DB3S cars.

So, with the average well above that of previous years, the race continued and shortly after 11 p.m. the pit signal sent out "REG TWO LAPS FUEL". Only seconds later the timekeeper reported that the Lagonda was overdue and as the minutes ticked by it is realised that the Lagonda is in trouble. Anxious eyes peered into the darkness, wondering what had happened to Parnell and the Lagonda. At 11.25 p.m. Race Control reported that No. 1 Lagonda had stopped out of fuel—at the 6.500 km. point.

Later, when a weary Reg Parnell trudged back to the pits the truth was learnt—the filler cap had sprung partially open—although not breaking the *plombeur's* seal—an unknown quantity had spilled out, enough though to end this very promising first performance. Even so, much valuable information has been gained for the future.

For David Brown it was slight consolation that the Aston Martin DB3S of Peter Collins and Paul Frere finished second, winning their class, breaking the 3-litre record and driving the whole 24 hours spending only 10 minutes 55 seconds in the pits!!

THE HON. COMP. SEC. SETS THE SCENE OF

The Southern Rally 1955

"ADIEU PANIERS, vendanges sont faites" is perhaps as good a beginning as any to a brief description of the Southern Rally which was held on Saturday, 21st of May, 1955 on a site near Tring. This meeting has always been a pleasant blend of competition, picnic and convivial gathering after the bewitching hour of 18.00, as the present law stands—note dear reader a tinge of hope for better things if Sir Anthony should perhaps see this article??

Thanks must be given to the organisers—the old mixture of Bosworth-Pressley-Long and the very faithful band of marshals, who answer more unnecessary questions in ten minutes than most mortals! Special thanks also go to Mr. John Chapman and Major Stoddart who kindly allowed us to use their grounds for the meeting.

Following an early meeting at a local hostel all competitors and a sprinkling of ribald spectators turned up at the test ground around 14.00 hours and found the six tests laid out, waiting and most clearly indicated. The new cone markers were much in evidence and were well suited to the job. It had been possible to lay the tests out in a circular tour which allowed the meeting to be run to time and also facilitated the second round of the tests. (Both rounds counted.)

The twenty-two entrants now started off on their journey:—

Test 1. Standing start and round a roughly circular course through drums. The faster drivers decided that a nice big circle would give them a very considerable advantage; however the organisers watched this evil machination with some interest as they had chosen an outfield that was both muddy and wet—results showed a very definite win to the organisers!

Test 2. This test involved some very sporty reversing and as one of the hazards consisted

of a brick pillar any inaccuracies incurred the obvious penalty—Billie Michael will explain this sentence to anyone interested.

Test 3. Braking accented. The organisers again scoring points as the finishing line was angled to the approach and many competitors ended up by demonstrating the well known Pythagoras right-angle.

Test 4. Potatoes off neat little stands and then replace them on an equally neat little set of stands, on the return leg of the looping circuit. If only marshal Kennard had been given a pair of scales the Old Kent Road atmosphere would have been complete—more talk to no point was expended on this test than any other and a count of potatoes after the end of the event proved the organiser's suspicion that many competitors were going to have a free potato supper on the Club—A definite win to the competitors.

Test 5. Garaging. One of the best tests as the garages were cleverly angled and any mistakes proved costly in time. In contradistinction to what might have been expected the larger cars out-shone the smaller.

Test 6. Changing a wheel—in fact rolling it around the car twice, once by the driver and once by the passenger. This proved very good for the spectators and very bad for the competitors—few members appear to be any good at rolling wheels—perhaps they prefer stones?

It is difficult to single out any one particular member for mention as they were all, without exception, busily and happily engaged in asking the marshals how to do the tests and then putting their own interpretation on to the wise advice—it should be remembered that the marshal who wields the pencil on the score sheet has the last laugh! One competitor was heard to say that the ground was rough, little did he know that the circuit is used for motor cycle racing. One of the

SOUTHERN RALLY (contd.)

peculiar things noticed was Crocker in a Standard 10—hired for the day; this no doubt accounts for the high revs. and the fact that he came first in his class. It would have been interesting to have had a representative of the hire firm on the ground. Dr. Able, who, judging from his nice new Daimler, must be quite a menace to his other struggling colleagues in Harley Street, was most welcome in this unexpected return to competition, and as the final results showed him second in his class, has lost little of his touch. A Daimler is not the most handleable of cars for tests!

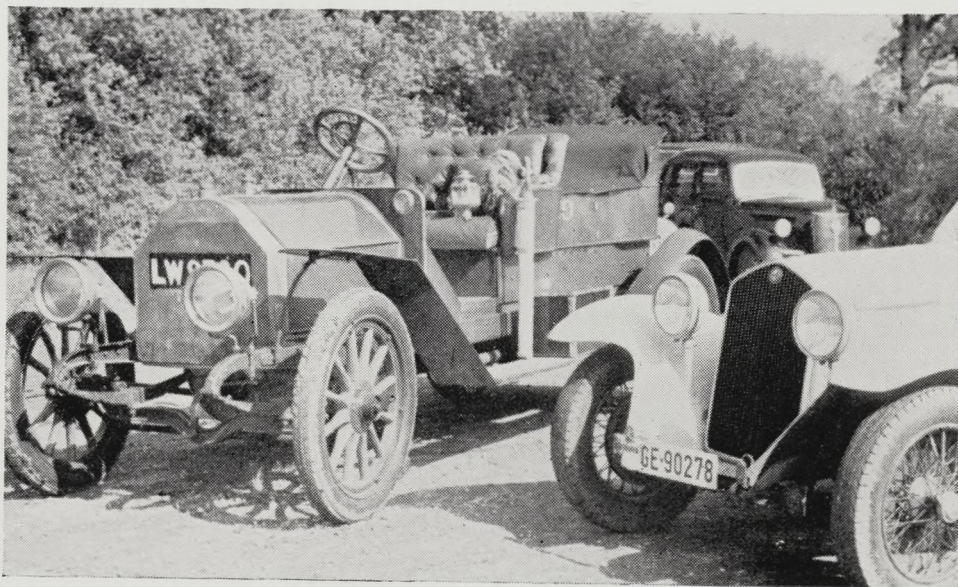
Most of us have grown accustomed to the sight of "Poppa" Hughes driving his vast V12

in tests with Mrs. Hughes backseat driving like blazes and it was a pleasant change to see the situation reversed with Mrs. Hughes driving an unmentionable small car and "Poppa" backseat-driving like blazes! Vokes, the son of one of our more distinguished members, tried hard to get his large 4½ round the various obstacles and on the second round showed that he had learnt a thing or two. The two Astons (Michael in one) enjoyed a private scrap, with Hill Smith, a passenger for a change, acting as intercommunication set and loud hailer, and gave a lot of "spectator value". It was interesting watching the Astons produce a spare wheel, very reminiscent of a duck gathering an egg on to its feet

Southern Rally FOREIGNER'S CORNER

(Right) *"Italians ain't they Guv.!"*

(Below) *The 1907 Itala as it was found by Dr. Rexford-Welch.*



Strange, imposing and exciting sight at the Southern Rally was Bosworth's contemporary 1750 Alfa-Romeo with Zagato body (registered in Switzerland) parked beside Dr. Rexford-Welch's 1907, 8-litre Itala. What a fine job of restoration Rex has done on the Itala can be seen from the photo of the near-derelict as he discovered it. The replica body, an outstanding piece of re-construction, is very much due to painstaking research and brilliant draughtsmanship of Tortoise Taylor who collaborated with Rex in this creditable venture. If only they could have unearthed a Lagonda of similar age!



*The DB2—Mitchell—and the lady
in the dressing gown in Test No. 7.*

before settling down to hatch it; Mitchell scored quite the longest time in the wheel-whirling due perhaps to the assistance(?) given by his passenger, a young lady neatly attired in a long-length dressing gown and slippers.

The 3-litre battle was joined as usual between Price and Newman who, if not driving accurately, had their monies worth and helped poor old Mr. Dunlop along no end. Mulholland pleased all by the neat way in which he threw his Frazer around, kept all its chains in the right place, and then put up a sizable black by not securing his spare wheel and dropping it off at the finishing line of test 6.

However, while all these good folks were generally enjoying themselves, Ross Watt wearing a tailor-made Volkswagen went placidly around the tests making few mistakes and recorded the best performance of the day—well done

With the test finished, the sun still shining, all prepared for departure to the supper site. However, two competitors introduced a further test. Test 7 consisted of driving two of the largest Lagondas into the only available ditch and then seeing who could get the most members in the shortest time to lift the monsters from their resting places—no marks or prize awarded for this exhibition.

Supper was taken by 65 members at the Railway Hotel, Tring, which though situated by a railway is nowhere near Tring. This hotel did us proud, they run a very nice line in mild beer and the supper was both generous in proportion and willingly given. The hotel and its *voisinage* making a pleasant setting for the competitors to explain to each other why they should have done better. As the season is young they will have ample opportunity to demonstrate these proud boasts.

C.R-W.

APRIL SOCIAL EVENT

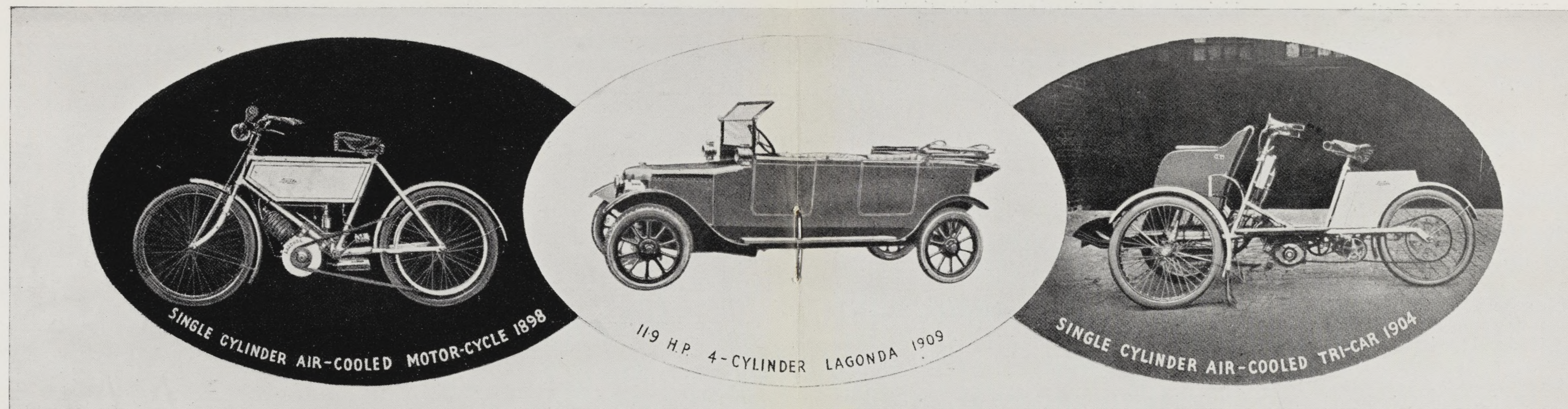
THIS YEAR'S "Spring Meeting" was held on April 17th; the weather was excellent. "The King's Head", Holtspur, was again the start for the eleven competitors: rather disappointing after last year's entry of over twenty.

The object this time was to collect a few pieces of jigsaw puzzle from each of six Marshalls, the assembled puzzle forming the whereabouts of the final check point. The winner was L. S. Michael's Healey, driven by Mike Wilby, A. Steward's V.12 was second

and J. Keasey's 2-litre third.

This was Steward's first rally of any sort and yet he managed second, so why don't *you* come along next year?

Richard Paines "laid on" the event at the last minute as pressure of work prevented Maurice Leo from doing his stuff. Thank you Richard for stepping into the breach at such short notice and providing such original entertainment.



A POTTED HISTORY OF LAGONDA ACHIEVEMENT

Being a reprint of part of an advertising brochure entitled "An Evaluation of Lagonda" produced by Lagonda Ltd., in 1945

1898—Birth of the name with a single cylinder air-cooled motor cycle.

Wilbur Gunn, the Founder of the Company, named his first productions after Lagonda Creek, Springfield, Ohio, where he spent some years.

The word LAGONDA is of American-Indian origin meaning "smooth running stream" or "running water" a particularly suitable appellation for engines generating such a smooth running stream of power.

1904—A single cylinder air-cooled tricar.

1905—A twin cylinder air-cooled tricar.

1909—The first car in Great Britain to join an all-steel body and chassis in one unit; an arrangement used on the 18 h.p. 4-cylinder Lagonda.

1913—The first *light* car to have combined body and chassis; 11 h.p. 4-cylinder model.

1914-19—Lagonda contribution to World War I included over 50,000 shells per week.

1921—The 11 h.p. model covers 79.17 miles in one hour and wins the "Light Car Trophy".

1926—Introduction of the high efficiency twin cam 2-litre model.

1930—Lagonda pioneer supercharging to achieve 90 m.p.h. 20 m.p.g. and highly flexible running with an engine of only 14 h.p. R.A.C. rating.

1932—Lagonda offer finger-tip gear control and six forward speeds to promote ease of driving and optimum economy and longevity.

1934—Two 4½-litre 6-cylinder cars run 2nd and 3rd in unlimited class of R.A.C. T.T. averaging 77.57 and 77.38 m.p.h. for 410 miles.

1935—4½-litre wins G.P. d'Endurance 24 hr. race at Le Mans covering 1,868.42 miles at 77.85 m.p.h.

1936—Mr. W. O. Bentley in charge of design; 4½-litre car 3rd in 500 miles race averaging 113.02 m.p.h.

1937—Introduction of the V12 4½-litre car with independent front wheel suspension.

1938—A standard V12 saloon covers 101.5 miles in one hour at Brooklands, including a stop to change a tyre; the first production model closed car to exceed 100 miles in one hour. A standard 6-cylinder 4½-litre saloon covers 95.87 miles in one hour.

1939 March—A standard V12 saloon covers 97.4 miles in one hour on a continental highway with three passengers.

June—Two V12 Lagonda with racing bodies finished 3rd and 4th in the G.P. d'Endurance at Le Mans covering 2,005.6 miles in 24 hours (Speed: 83.56 m.p.h.) and 1,999.4 miles in 24 hours (Speed: 83.31 m.p.h.).

August—Two V12's lap Brooklands at over 133 m.p.h. and placed 1st and 2nd in August Outer Circuit Handicap.

1939. September—(EDITOR'S SUMMARY)—"Contributions to Victory" were widely varied and included a lot of particularly barbaric work on flamethrowers of all types.

Marine conversions of the V12 car engine were installed in a number of Boom Patrol Boats. Lagonda also developed and produced out-board transmission gears with contra-rotating propellers for propelling these craft, which "although known by the above name were of a highly specialised and secret nature which cannot be disclosed".

1945—2.6-litre Lagonda announced.

Designed by W. O. Bentley to give 80 b.h.p. per ton, 90 m.p.h. with over 100 b.h.p.

1948—Assets of Lagonda Ltd. acquired by David Brown.

25 Years of Satisfaction

18th July, 1955.

Dear Sir,

I was most interested to see a photograph in your spring issue of GU 2935 a 2-litre Sportsman's Fabric Saloon which I purchased second-hand from a firm of Birmingham Motor Engineers in 1930 or 1931. I ran this car until 1936 when I turned it in at the Lagonda Works, Staines in exchange for my present 4½-litre M45. During those years it gave me thousands of miles of completely trouble free motoring in return for which it only seemed to require petrol and oil together with suitable use of grease gun and oil can.

Between 1936 and the last war my Son tells me he saw this car once in Southsea. My own next encounter with it was at your Empire Day Rally near Abingdon in 1952

higher top speed, there can be few that will do long distances with greater comfort and reliability or at higher average speed consonant with road safety. It is 21 years old this year and I have had it for 19 of them. The only trouble I ever had was after a Middlesex firm had given the engine a complete overhaul without troubling to remove the plugs and clean out the crankshaft oil channels. You could hardly blame the car for that, and even then, with most of the bearings run, it got me home.

Thus for a quarter of a century I have been the uninterrupted owner of a Lagonda car. I don't suppose this is unique, although to me it has been a unique and wholly pleasant experience.

Yours faithfully,
E. C. WINKLEY.

Dennis Down,
Hittisleigh, Exeter.

correspondence

when I had the pleasure of meeting its then owner, James Gilbey. One cannot help but feel that the full life history of this car should be very interesting for I make no doubt it is still giving yeoman service.

Not racing or entering for competitions, I have no excitement to recount. My chief interest in a car has always been fast, comfortable and trouble-free journeys from A. to B. GU 2935 and my present M45 have certainly given me that. Neither of them ever let me down. In the 4½-litre I have done countless thousands of miles many of them on the continent where it has often run for half to three quarters of an hour at a time on Autobahn at practically full throttle without ever a moment's anxiety. It has also climbed every road pass in the Alps without effort or undue warmth. To this day there are few, if any, modern cars I would exchange for it, and although there may be some that have

Barbarous Painting Ladies

9th June, 1955

Dear Sir,

May I protest through you (or without you) at the barbarous practise of *painting* numbers on to your car at race meetings. I don't object to the lady/ies who officially put the stuff on (as only they know how) but why paint? Why not white-wash? Is there some contract to consume so much paint per car, or is someone employed to time the hours you spend on removing the ladies stuff.

Print this letter, if you like, but please may we change from paint to white-wash.

Sincerely and honestly,
RODDY HILL-SMITH.

49 Cadogan Street,
London, S.W.3.

P.S.—Lagonda Magazine is as good as ever.

Invitation from Cornwall Vintage C.C.

6th July, 1955.

Dear Sir,

It has been suggested by the Chief Constable of Cornwall that a short run, followed by a Concours would be a very enjoyable and also serve to wave the Vintage flag.

The Truro Chamber of Commerce have suggested that we join with them and the N.F.U. who are holding a carnival week in October and hold the run on Saturday, 15th October, commencing at about 2 p.m. and finishing at Truro with the Concours and a dinner party.

We are naturally very keen to have as many *vintage* cars as possible and with this in mind we hope that any of your members in the West Country will take part, and hence, that your club will help us to make this a really good turn out. So far there is nothing definitely fixed as we are awaiting to discover your reactions to this proposal.

Yours faithfully,

J. H. MILNER,
Competition Secretary.

Cornwall Vintage Car Club,
Trethias,
St. Merryn, Padstow. Tel. St. Merryn 422

NOTE: Will members who are interested please get into touch directly with Mr. Milner
—ED.

THOSE V12 MODS.—*a modification!*

Frank E. Chasemore writes to say that in his article "On Coming of Age at Staines" in the last issue, the exuberant subhead referring to pre-war V12 modifications is misleading. There were over 4,000 drawings, notes, inter-departmental memos and other bits of paper needed before prototype became production model.

Actually, W. O. Bentley's V12 Lagonda prototype engine and chassis were practically unaltered and the prototype was virtually the same car as the final production model, so few were the modifications.

Northern Notes

—From D. H. COATES

SUCH GOINGS ON as we have been able to indulge recently are apt to the subject of articles in other places, which rather cramps the style of this scribe.

A line first about the Nth. Rally, from the organisers' point of view. We much appreciated the support of old friends from more distant parts, and we must apologise to those who stayed, for what seemed rather high charges at the hotel—higher than the writer had been led to expect, and apparently due to new management. In future years attention will be paid to that matter, so please do not make hasty decisions about abandoning us to our fate. We cannot be too grateful to the marshals—Costigan and Hullock who arrived in good time and greeted us with those soothing words "what do you want me to do?", Dr. Wells, K. Pape, J. Allison, D. Bellamy, non-members roped in so that members could "dice"; C. Pape, who did dice, after performing some important domestic missions, and the Longs who brewed tea by the gallon. Very grateful thanks must go to the owner of the land, Sir John Whitaker, to the occupying farmer, Mr. Taylor, and to Mr. Starmer, the game keeper, for enabling us to use the airfield.

The Lakes by Night

Alvis O. C. with their extreme energy and zeal, made a strong effort to revive the spirit of the Northern Joint Committee, by laying on a Night Rally early in May. Bentley's and ourselves took part. Our entry was a little disappointing, but we fielded two car loads of marshals, and a sort of half marshal—half in

the sense that he helped at the start, but had to go home then. The writer's two vantage points—apart from start and finish—were at the top of one of those long steep twisty hills, that are great fun if all the compressions are there, and if the steering has been well greased.

Guess Who?

As this was some distance from the start, and the field strung out, it was a pleasant game to try and detect the approaching car, by the wandering beam of headlights, and the tones of engine and gear box. Rider's 4½ saloon was suitably quiet, and from the comparative brevity of his search-light display, must have been working on all six, and nicely free as to steering. Hibbert unfortunately having mislaid himself somewhere had not appeared before the control was closed, so his performance on Tow Top Hill must go unrecorded. After an hour and a half at our second control, where we caught them coming back from a rendezvous on a high and remote part of the district. Rider and Hibbert had made up time nicely—it must have been a bit wearing for the sheep! Back then to Bowland country, with a welcome stirrup (running board) cup with Gardner at his second post on A6, and breakfast at Hodder Bridge Hotel.

Medals for Gardner

With forebodings of having to perform feats of mathematics, it was a wonderful relief to find that someone had been packed off to bed early the night before, so that he would be fresh to work out the results. One must not forget Pape, whose chapter of misfortunes (tyre short of breath and mag. drive) prevented his taking part, but who must have travelled almost as many frantic miles in starts from base, and returns for repair, as would have carried him round the circuit. Gardner merits particular appreciation. Living fairly near the start he was first choice for a last minute substitute marshal, and on a wire at literally hours' notice, he put some mudguards on his car, packed stirrup (running board) cup, etc., and put in many miles and many cold hours to count the cars go by.

The start and finish were at the Hodder Bridge, beautifully situated in the approach to the Trough of Bowland. Thence the route led through the Trough to the outskirts of Lancaster. A pleasant fast run up A.6 to some interesting country in the Lake District, and back by variations on the same theme. About 140 miles to be covered at various averages, according to the type of roads. Navigation was all-important, but there were interesting roads, hills, etc. for the driver.

What About it?

This was a good rally, with sufficient distance, and navigation to be really interesting. Some members are keen for another. It is our turn this time to initiate the thing. Plans are already in hand. Assistance is virtually assured. Will you take part? We are not fond of bothering people as to what they might like to do in three months time, but for an event of this nature it is a help to know if it is going to be supported. It would probably be in North Yorkshire. The Nth. Hon. Sec. would be very glad to have a card from any who think they might be interested when the time comes.

V.S.C.C. Oulton

From Medical Officers, to spectators, the club was represented quite well at this pleasant meeting. Our eminent Competition Secretary came in the first category. Other pens than this must record those in the last, as the wielder of this one was stationed near a comfortably substantial tree on a corner out of reach of spectators. Apart from the racers, who were in the main, in too great a hurry to even pass the time of day, our chief and most welcome visitor was the medical officer's lady, who crashed her way through the undergrowth with a beaming smile and bottles which she deposited under a tree, and we recovered between races—the bottles we mean, though she came round later, with the former and the chief marshal, when we had an incident, and somehow we feel we ought to have been explaining the incident, but found it nicer to bask in the smile, and let someone else do the explaining. Page's 2-

litre sounded very well, and was driven well to secure a 3rd and a 4th in different races. Mulholland seemed to be on most urgent business whenever he passed in his 'Nash, and Vessey was very impressive in the 2.900 Alfa-Romeo. Sanders was racing his lovely and immaculate $1\frac{3}{4}$ Alfa, and working as he is now in Eire, seemed to have a great deal of organisation to rendezvous himself and his car at the meeting.

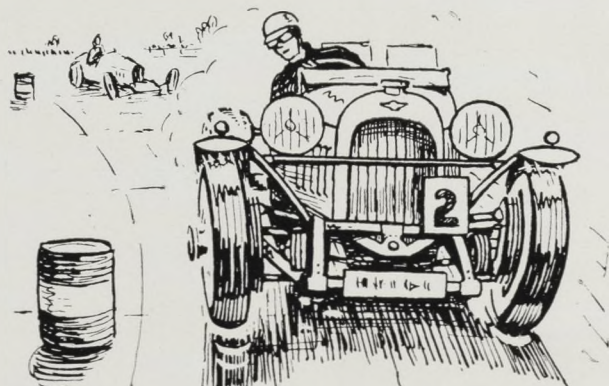
Cars and People

Some people keep on being members, and change their cars. Some cars stay in the club and introduce their new owners. Of the latter is the 2-litre of Briggs, which was Blamey's and before that Vessey's. Thompson of Leeds is selling his most faithful 2-litre. Hill asks for a pre-selector box! Old members with new cars, are Lake with a very smooth late $4\frac{1}{2}$ drop-head, and Hullock all independent in a 2.6 saloon. Shaw hopes soon to motor

his $4\frac{1}{2}$. Hauxwell's Drop-head has found its way to Beverley and has received some embellishment. Woodhouse has not changed, but his car is such a distinguished adjunct to the Nth. Rally that it must be mentioned. Gardner is faithful to both car and club, still running the 2-litre that appeared at our very first Northern gathering. Fuller, with whom we sympathise in his bereavement, appeared at Bawtry for a short time in his faithful Rapier. We were glad to have Speight competing.

Social

The Red Lion is still our only regular monthly, but we are as ever welcome at the various V.S.C.C. meetings. A new venture is being organised near Nottingham, but details are not available at going to press. *Autosport* have given us credit for the one at Langho, but this was actually organised by Alvis and is not being continued.



COMPETITION NOTES BY DR. REXFORD-WELCH

WITH THE SEASON in full swing it is nice to find that the Club is really interested in competitive motoring—not only in our own events but a surprisingly large number of members are flying the flag in other meetings. Success is not great but pleasure has been and little harm has come to cars—any car should be able to stand up to *short* handicap races and a Lagonda looks its best on a track.

V.S.C.C. 21st Birthday Party. Goodwood, 10th September. As we have been officially invited as a Club to this celebration it is hoped that a good turn-out of clean cars

will be forthcoming for this is undoubtedly, an occasion NOT to miss. Further notice will be given when details are to hand.

Club Awards

Last year the premier Club awards were decided by a point system. Briefly, points were accumulated over the competition season. For example, points were given for entering in recognised events, for starting and in relation to finishing position; the whole designed to pick the best performers in the Club. It has been decided by the Committee that this system should be used again this

COMPETITION NOTES (contd.)

year with the ONE exception—Marshalling, a very important job, will be treated separately and points gained for these “honourous” tasks will be accumulated for a special Marshal’s Award which is made possible by the generosity of an anonymous donor. As new members may not be aware of the points scheme, it is itemised below.

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

Closed Competitive

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

Closed Social Competitive

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

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

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

(* If road section included.)

Race Meetings

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

Marshalling or Organising

At Lagonda Club or other

R.A.C. Calendar events 5 marks

(The marks for this work are separate from the points above, but recorded in similar manner.)

Recording Points. Points will be counted only if they are scored with the Competition Secretary. Scores can be registered only by post-card to that official.

A Digression

Members may be interested to hear a little about Oulton Park at which the V.S.C.C. staged a very successful race meeting on the 18th of last month. This track is run by the Mid-Cheshire Car Club, who are to be congratulated on their venture. Since the war most racing has taken place on airfield tracks and we have grown accustomed to performing on relatively wide tracks with simple vast areas of grass land to motor off into in times of trouble. The result has undoubtedly been that we have grown up unaccustomed to true road racing and the beauty of Oulton is that it provides true road racing conditions in really lovely scenery and also allows spectators to station themselves at vantage spots in their own cars—in fact, the set up is very reminiscent of Donnington—bless my grey hairs!

The circuit is 2.761 of a mile and as seen last month is half bordered by Rhododendrons in flower and has two lakes one large and one small. It is customary to have a marshal in a row boat on the large lake for a reason that is obvious but not mentioned. The surface is excellent tar macadam and the circuit has several small hills, three sharp corners, three fast bends and one slow one. In fact, it is perfect in nearly all aspects for the job in hand.

It was evident from the respect shown to the track by most drivers, that it did not pay to run out of road and that the banks and lakes were a very different kettle of fish from the concrete escapes at Silverstone. However, despite these hazards, all drivers said that they like driving on such a circuit as it demanded more skill and approximated much more to their ideas of road racing than anything they had experienced to date.

The Club was represented by G. E. Thomas and R. S. Page, the latter scoring a third in one race. It was a pleasure to see Lags on this track for in this setting they looked as, I feel, the makers must have envisaged them in the drawing board stage.

C.R-W.

THE GREEN CARD

**Antony Hyde-East
explains the
International Insurance
Certificate required
by car travellers abroad**



The Green Card does not cover transport by air.

FOREIGN TRAVEL by car is becoming commonplace. All the year round, by ship and air ferry service, vehicles are crossing the Channel.

Those drivers who have not yet had occasion to take advantage of the Green Card system should know something of the arrangement.

Most private car policies issued in Great Britain contain a clause which states that the cover afforded by the policy will operate on the Continent (and certain other places) subject to the limitation of the extension to one quarter of the total period for which the home policy is valid. e.g.: three months with an annual policy. This clause is deleted at the discretion of underwriters in the case of unorthodox or vintage cars, or where the driver has an adverse claims experience.

Until recently there was no international arrangement whereby '*Cartes d'assurance*' were recognised and accepted in all Western European countries as evidence of Third Party insurance, neither was there any general scheme for assisting policy holders abroad in dealing with claims.

Recommendations were made by the Inland Transport Committee of the Economic Commission for Europe, and as a result agreement was reached whereby almost all European Insurers subscribed to a scheme recognising an international insurance certificate. This became the "Green Card".

The Governments of Austria, Belgium, Denmark, Finland, France, Germany, Great Britain, and Northern Ireland, Eire, Holland, Italy, Luxemburg, Norway, Portugal, Spain, Sweden, and Switzerland have accepted the card as evidence of insurance.

Arrangements are not yet completed with the Greek and Yugoslavian governments.

Produce Card or else . . .

Where compulsory Third Party insurance is required by the laws of a country it is of vital necessity that the Green Card is carried by the visiting driver. Failure to produce this card upon entering such a country will necessitate special insurance to comply with the law which will have to be paid for on the spot!

The following countries have compulsory insurance:

THE GREEN CARD (contd.)

Denmark, Eire, Finland, Great Britain and Northern Ireland, Luxemburg, Norway, Sweden, and Switzerland.

In countries subscribing to the scheme, "Bureaux" have been established and the addresses are printed on the card. The Bureau must be informed of all accidents involving third parties, but not one's own accidental damage.

To pass into or through Switzerland a card with a detachable sheet, duplicating your insurance information, must be obtained. When detached by the frontier authorities, a receipt on your card should be obtained.

This also applies to motorists entering Great Britain.

Car May be Impounded

The duplicate is also required by Greece and Spain, in fact it is even more important to be able to produce it in these countries as

in the event of an accident in the absence of the duplicate sheet it is quite possible to have one's vehicle impounded until the necessary evidence of insurance is forthcoming.

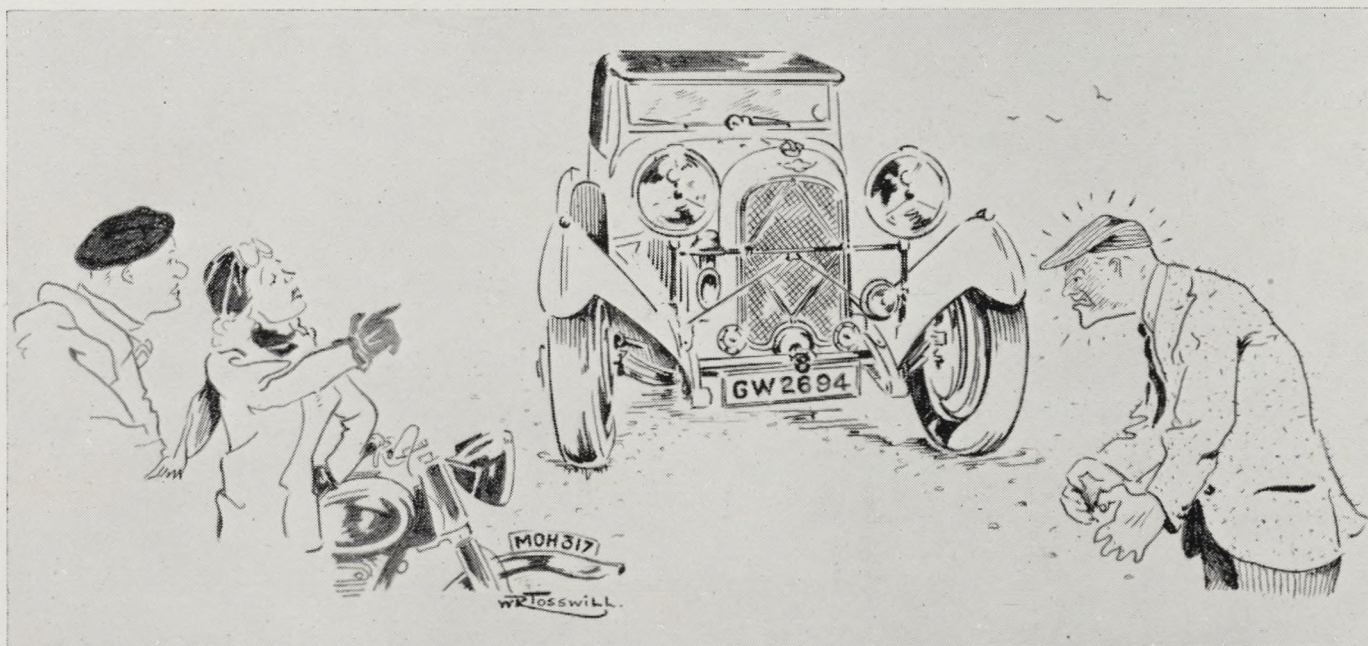
When applying to your insurers for a Green Card, give at least a fortnight's notice. The following information will be required:

The engine and chassis number, date of departure and return, and countries to be visited. Remember to sign your card on page 2 when you receive it.

Your car is not covered under the policy for transport by air but the additional premium for this is very small. The Comprehensive policy does, however, cover transit by sea where the voyage does not exceed sixty-five hours. For longer journeys a Marine policy will be required.

For final advice, if in any doubt whatsoever, contact your Broker. "Better to be safe than sorry" certainly applies in the case of foreign travel.

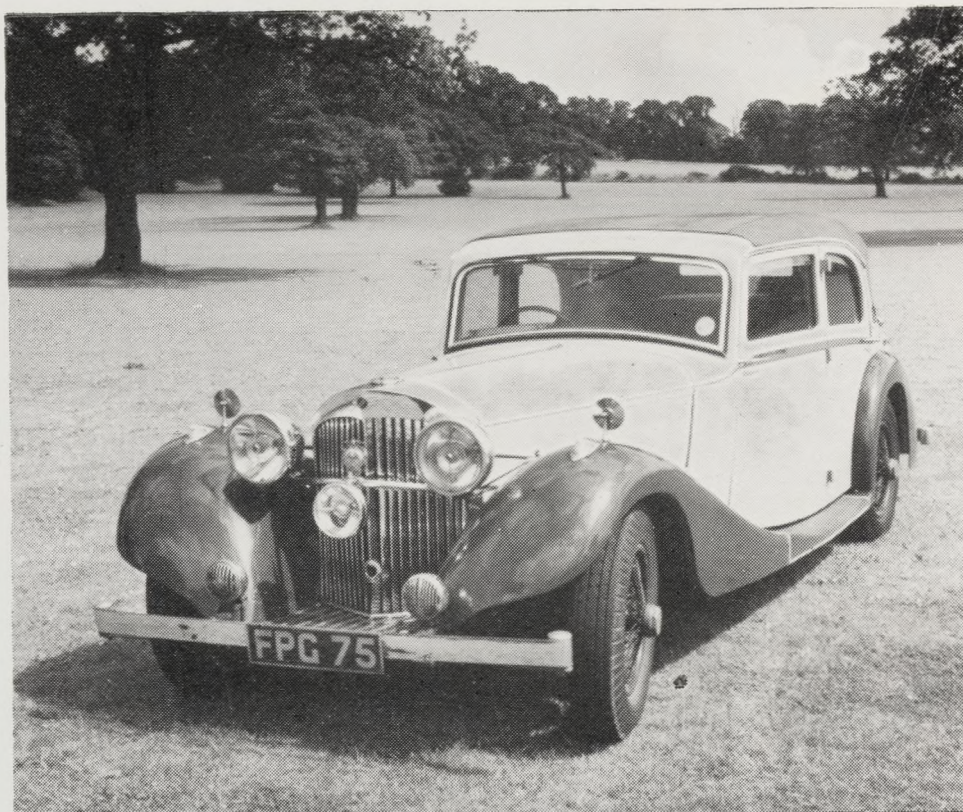
★ ★ ★



"Oi Fred! He's got one of they that does gallons to the mile!"

TEDDY FADER
whose excellent
photographs
appear on the cover
and on page 4 of
this issue
instructs members in

LAG SNAPPING



A fine example of car portraiture by the Author

THE EDITOR'S REQUEST to write an article on Photography of interest to Lagonda owners left me with a formidable task on my hands, for it was difficult to decide just what part of this vast subject would not arouse the comment, "what on earth (or worse!) is this doing in our magazine?", so I thought that a few notes on the subject as applied to motor cars and motor racing would be appropriate, and perhaps be a little help to those whose efforts in this field haven't given them the satisfaction they would wish

Photography of cars and racing needs quite a little thought in order to achieve the clarity of detail which is so frequently desirable, but once certain factors have been considered, it is a fairly straightforward and rewarding business.

Perhaps the first consideration is the equipment at your disposal. It is fairly obvious that a simple box-camera cannot do all that its more expensive counterpart can, so it is as well to know just what your particular camera is capable of doing, and trying to restrict your activities to within its limitations. Probably the most serious difficulty in photo-

graphing motor racing is the speed of the subject, and unless your camera is equipped with a very fast shutter-speed, it is wiser to stick to static or slow moving subjects. It is interesting to know that an object moving at 50 m.p.h. moves 1.8 inches during an exposure of 1/500th second, and 18 inches during an exposure of 1/50th second, so that it is clear that a fast moving car is not easy to "stop" in a photograph. One can swing the camera with the car and expose during the swing, but this requires considerable practice, and results are not always too satisfactory. The apparent speed can be reduced by positioning the camera so that the car is approaching, but a fast shutter speed is still necessary, and by fast I mean at least 1/500th sec. or preferably 1/1000th sec.

Having decided to keep clear of action shots, you may consider taking some pictures of the line-up at the start, and if you are going to include a good number of cars you will inevitably include the sky. This may appear completely white on your photograph and any clouds in it may be lost, so it is worth while using a colour filter in front of the lens

LAG SNAPPING (contd.)

which will have the effect of darkening the sky and emphasising the clouds. A medium yellow one will be best, and at the same time a lens-hood is a worthwhile investment to keep any stray light out of the lens. If your hand is a little shaky keep to shutter speeds of around 1/100th sec. which will also have the effect of stopping the movement of people walking about etc. A tripod, whilst a bit of a nuisance at times, can be a great help when you want the most in clarity as it virtually

eliminates the possibility of camera shake (except on a very windy day).

One final point worth mentioning is that one often sees people sitting in the stands taking photographs of the track and it must be a big disappointment to them, when they finally see the results, that the cars are so small in picture that they are hardly recognisable. It really is worth while getting near to your subjects and filling the picture with what you want to see. You will be in a much better position if you want to make enlargements or enlarge just one car out of your negative.

I would also just like to mention this business I call "car portraiture". So often a perfectly good photograph of a car is spoilt by the background being too conflicting or otherwise disturbing. If you look at good advertising photographs of cars you will see that the backgrounds are very carefully considered, and often reflect the character of the car. The background can flatter a car and whilst I know this is not necessary with Lagondas, a badly chosen one can have the reverse effect. If you are considering taking a shot for a "For Sale" notice or for your album choose a setting which is in keeping, and do not be afraid of a few shadows as they can often help to hide the blemishes in the paintwork. Avoid having lamp-posts and telegraph-poles sprouting from the hood, also avoid, if possible, horizontal lines which spoil the lines of the car. Backgrounds of breakers'-yards are not recommended.

I hope some of these points will not be too obvious, and that the Editor will now be flooded out with photographs for publication so that it will be known as "Lagonda Illustrated" in future. Believe me, taking photographs is much easier than writing articles.

THE CLUB'S PHOTO ALBUM

There is now no excuse for any member who has not already done so, not contributing to the Club photo album which aims to include photos of all existing Lagondas. Bill Hartop's address may be found inside the front cover!



For rats who dare to fetch
the scrap,
Or elephants with ears
that flap,
In fact for all the snips you snap
use **Johnson Chemicals**
JOHNSON JINGLE NO 45

The Lagonda Rapier in General

and BPJ 160 in particular—discussed by T. H. Wareham

THERE HAVE BEEN several references to the 9.6 h.p. Rapier in the magazine. Some remarks I feel have been a little unjust, so before the memories of my four years of Rapier motoring fade, I feel it is about time I wrote to defend the model.

I would have written this article earlier, but while I was still an owner I just dared not rush into print with glowing reports of BPJ 160, for I am superstitious at heart and I felt that once I started publicly extolling the virtues of Rapiers my own would immediately turn into a Black Sheep model.

It was in August, 1950 that a friend suggested that I accompany him to Towcester to meet a fellow who was thinking of buying 1939 M.G. "T" type drophead coupe at the enormous price of £475. As there was obviously piles of washing-up in the kitchen, I accepted his offer with alacrity (this all married men will understand) and so we arrived about two miles from Towcester, where there was a short pause while we allowed the water temperature to drop from 100 and oil viscosity to increase so that the oil gauge would show a little pressure, before proceeding to the square to meet the prospective purchaser. This, of course, was before I joined the Lagonda Club and became an honest club member, for I feel sure no member of our esteemed club would stoop to such subterfuge! In about five minutes there suddenly appeared a real motor car, to wit, a two-seater Lagonda Rapier in metallescent grey

and apparently in very good condition. Aboard this machine was the prospective purchaser.

To get on with the story, he did want the M.G. Yes, he would have to sell the Lag., and so in the bar of the Saracen's Head, I agreed to purchase the same for the very reasonable sum of £215 and took immediate delivery. On the way home, we realised that there must have been two cars waiting about two miles from Towcester that morning, for by the time twenty miles had been covered, the Lag. was boiling merrily and oil-pressure registered a bare 15 lb. at 30 m.p.h. (maker's recommended pressure is 40 lb.). At least it seemed fair justice except that it was my friend who had sold his car for a very good price and I who had bought the Lag. My next problem was to dispose of a "P" type M.G. which I did for £275 and then I felt better.

I now had time to look over the Lag. and apart from the boiling already mentioned and the fact that there was no oil feed to the exhaust camshaft and rockers, everything was very good. You will notice that I have not mentioned the oil pressure again. That is because I had a pet theory that the low pressure was due to the overheating. This I have since proved to be a fallacy.

By now some of my readers (if any) will be chuckling and saying sardonically to themselves "They always do boil!" Dear reader, please wipe that smile off your face—Rapiers do *not* boil if looked after properly, but it is

The Author and BPJ 160 in a burst of spirited driving



LAGONDA INSURANCE

*You will almost certainly obtain
better terms for the renewal
of your Lagonda
insurance*

from

HYDE-EAST, BALSTON & PARTNERS

Insurance Brokers

**30 BRIDGE ROAD
EAST MOLESEY
SURREY**

Tel. : MOLesey 4317/4318

THE LAGONDA RAPIER (contd.)

no good trying to unfur a twenty-year-old choked radiator-block by pouring in various preparations, no matter what the advertisements say. Throw the old radiator away, ring Serck Radiators and get a new one (I think the price was about £8), always put soft water in from that day onwards and you, too, will be able to motor for four years and do 30,000 miles as I did with maximum temperature 75-80 degrees and in the winter have to blank off half your radiator. And all this with the large fog lamps, radiator slats (reducing efficiency by at least 50%) and numerous car badges on that lovely badge bar. I ought to add that the thermostat had been thrown away before I bought the car and was not replaced.

As already mentioned, oil pressure is not related, I discovered, to water temperature, only in so far as it takes a little longer for the oil pressure to drop when rad. temp. is correct.

I was rather more than a little concerned about the oil pressure for once real motoring commenced, and things were really moving (I mean 4,500 r.p.m. in the gears and maybe an occasional 5,000 in first or second when doing special tests) a maximum of 20-25 lb. did not seem very satisfactory. However, I ran the car like that for eleven months until I had saved enough money to go to my "little garage man" and say "I want everything put in first class order!" I ought to add that during this time I had removed the cylinder head and learned that the valves were original KE965 but would not stand grinding in again and also the bores, which to my surprise had already been sleeved, were not too good.

When the engine was stripped, it was found that practically all the metal had dropped out of the bearings, except for a narrow rim around the edges, just enough to give the little pressure there was. The block had been sleeved oversize, so that special sleeves had to be made, and it was decided to cut new valve seats and fit larger valves rather than put in inserts.

All this was carried out and as the water-

pump looked rather shaky a new one was fabricated out of 2½-litre Riley parts.

Owing to the delay caused by having special liners made I did not get the car back until the day I was due to motor to Cornwall on holiday, and it was with some trepidation that we set forth at a steady 30 m.p.h. to reach Cornwall in, I reckoned about 12 hours. After all I had spent quite a lot of money by this time and it wasn't going to be my fault if anything went wrong.

Apart from noticing a tremendous amount of smoke from the exhaust, all gauges, etc. were as they should be, or even better, oil pressure 65 lb. at 30 m.p.h. water temperature 70. The smoking exhaust, however, was troubling me even though I had set the feed to the rockers more than recommended as I felt that at this point too much oil up top was better than too little. When, however, we were held up in a traffic block in Taunton and I couldn't see the car behind for clouds of smoke and when finally the plugs oiled up I was indeed worried! By reducing the feed upstairs, I stopped the plugs from oiling up but still got an amount of smoke after idling. This persisted for the rest of the holiday and for some weeks afterwards, and when I approached the garage, they said "it's just the design". This I was sure wasn't true. (This shows again my continued faith in the marque!) Finally after months of worrying and checking I found that the firm that had made my lovely new oversize valves had made them 5 thou. too small in the diameter of the stem. This was got over by having them ground down, built up with chromium and each one ground to the individual diameter of the slightly worn valves guides. This, of course, was done on the inlet side only as there is very little oil likely to come down the exhaust side no matter what the clearances, as there is no vacuum created as on the inlet side.

When I sold the car and after a fast run just to show off, the car was left standing at the roadside ticking over for five minutes and when the throttle was blipped, not a puff of smoke could be seen. Don't listen to people who tell you overhead camshaft motors

always smoke and use oil, it isn't so.

After this spot of bother, I motored until March last year and completed 20,000 miles on business, pleasure, rallies and odd gymkanas, etc. with one decoke at 20,000 and one breakdown at 25,000 when the fibre timing gear broke through fatigue.

Let us not laugh at the baby of the Lagonda family. All the springs on my car were original, the steering had never been adjusted (there was about ½" movement on the steering wheel), king pins and bushes were original. When checking the shackle pins I found an average of only 10 thou. ovality.

During ownership of my Rapier I collected together various data which I feel might be of interest to others, and so I continue with a little historical survey. The model was first produced at the Lagonda factory at Staines in 1934 (my handbook is dated May, 1934) and was called the Lagonda Rapier. In *The Autocar* of early 1934 there is a photograph showing a very beautifully finished chassis being shown to the late Sir Malcolm Campbell. How many models were produced at Lagondas I don't know but by November, 1935 in "New Models Described" *The Autocar*

BILL BIGEND says:—



"Cor! Nineteen twenty-nine! still, I dessay she'll still knock out about fifty, eh?"

THE LAGONDA RAPIER (contd.)

was detailing the Rapier—manufactured by Rapier Cars Ltd., Hammersmith Road, London.

Just what is the difference between the Lagonda Rapier and the Rapier? As far as the chassis is concerned I can find no difference. But *The Autocar* in a reply to a correspondent during the war years stated that the Rapier they tested went quite a bit faster than a similar car tested in 1934 when it was manufactured under the auspices of Lagonda. This made me suspicious that there was at least some difference between the models.

I have handbooks for both types of car in front of me and it is interesting to note that the Lagonda Rapier valve timing diagram is different from the Rapier's for, whereas on the Lagonda Rapier, the inlet valve opens at T.D.C. the Rapier's inlet valve opens 5 degrees before T.D.C. It is obvious from the timing diagram that camshafts are different.

My Lagonda Rapier had a two-seater body with a slab tank, which was manufactured by the Eagle Coach Work, Thames Ditton. The body was built in aluminium around a steel angle-frame which was bolted to the chassis and was extremely rigid. The very first one of these chassis with this type of body on was ordered by Sir Malcolm Campbell and painted Blue Bird Blue and a photograph in *The Autocar* of 1934—I believe during August, shows the late Sir Malcolm taking delivery. He said, "Certainly one of the most interesting cars I have had the opportunity of trying . . . The brakes are the last word in efficiency . . . The performance of this car is really remarkable and its stability and braking truly amazing. It has the feel of a car twice its size."

Unfortunately I haven't got the Lagonda Rapier test figures but the Standard Four-Seater Tourer Rapier of 1936 was tested by *The Autocar* with two up and screen flat as follows:—

0—50 m.p.h. 14.2 seconds
0—60 m.p.h. 21.7 seconds
Mean Max. 78.43 m.p.h.
Best $\frac{1}{4}$ mile at 81.82 m.p.h.
On August 18th, 1936, *The Autocar* tested

a similar car but with the supercharger and the following was recorded:—

0—50 m.p.h. 9 seconds
0—60 m.p.h. 12.35 seconds
Standing $\frac{1}{4}$ mile 19 seconds
Brooklands lap 86.62 seconds
Maximum speed 90

Magnificent motoring indeed!

The engine was manufactured by Coventry Climax and of four cylinders, bore 62.5 m.m. stroke 90 m.m. giving a capacity of 1104 c.c. The camshaft was of massive construction with three bearings of 2 inches diameter. Combustion chambers hemispherical, with valves operated by twin overhead camshafts, the inlets being on the offside and the exhaust the nearside. The crankshaft and connecting rods were machined all over and the pistons are domed and cut away on both sides to allow for valve clearance. Three compression and one scraper rings were fitted, all above the fully-floating gudgeon pin. Both camshafts are adjustable with Verniers and the timing marks are clearly seen on the flywheel. The engine was a most beautiful piece of workmanship and if ever there was an unbreakable engine this surely was it. There is no vibration from the unit, although the valve gear is a little noisy at tick-over, but practically no engine noise under load.

It is interesting to note that the standard supercharged model had a central gear-change mounted on the gear box and the spring tensioners for the timing chains were superseded by a spring loaded jockey pulley running in ball races. The supercharger was fitted low down and the drive was by gears taken from the dynamo drive before the dynamo and lubricated from the supply to the overhead camshaft. Knowing how little room there is between the dynamo and the magneto I assume that the dynamo must have been slightly shorter in order to accommodate the drive to the supercharger.

During the post-war years I have been to see many Rapiers but I am sorry to say that the majority have been in very poor condition. Why this should be so has been a mystery to me, for with any common-sense maintenance they are a motor which should last a lifetime,

INTERESTING NEW ACCESSORY CLAIMS IMPROVED PERFORMANCE AND BIG PETROL SAVING

Coming across an unusual advertisement in a motoring contemporary where intriguing claims were made for a water injection petrol-economising device, specifically mentioning its suitability for Lagonda engines, we approached Stanley Lipscombe and invited him (a) to advertise in our pages, which he did c.w.o. (see page 32) and (b) to give us more details of the equipment which claims to give greater economy, to eliminate pinking and to disperse carbon and reduce wear by introducing water vapour into the petrol/air mixture. The volume of water is progressively increased as the throttle is opened and the apparatus incorporates a metering device with automatic cut-off which operates during stationary or slow-running periods of the engine, thus preventing saturation of the starting and slow-running petrol/air mixtures. A manual metering device is also provided to allow of individual adjustment supplemented to the automatic control.

Stupid, Misleading Name

The claims made for this water injection equipment seem reasonable and are well-substantiated by reports in reputable contemporary trade journals, that is with the exception of one, viz., its name—H₂O BOMB. It is certainly not that.

Bombs explode; bombs are dangerous; bombs are abhorred

by all good peace-loving motorists.

Presumably the ovoid water-metering device is responsible for this misguided piece of nomenclature and marketing which detracts considerably from the precision engineering status of the accessory and gives an undeserved "quack" suggestion.

Old Idea Modernised

As Lipscombe says (*and all that follows is extracted from material he supplied*):

"Ever since the dawn of motor-ing, engines have been running on water vapour injection *by accident* every time the car is driven through a thick mist, or on damp days, or hot summer days immediately after a shower when the roads are steaming wet. The device is the answer to the engineer's prayer to reproduce these atmospheric conditions artificially, albeit while under the complete control of the engine itself, according to its needs. It is neat, compact, made on precision machine tools, and is a sound engineering job which will not look like Jack Bodger's back garden lash-up when fitted.

The whole shooting match can be installed anywhere in the car, in fact, the test R.R. Bentley 4½-litre has the Bomb and container housed in the boot at the tail of the car, with piping (wind-screen wiper tubing) running through to the carb. jets under the bonnet.

This car, usually giving 16 m.p.g., now gives 22 m.p.g. A Rolls Royce Phantom II gives 12/15 m.p.g. instead of its former 10 m.p.g. Two 6½-litre Bentleys are now giving 18 and 19 m.p.g. respectively instead of their former 10-12.

There is a noticeable increase in power available on fitting, and detonation, where present, is entirely eliminated. *It should be clearly understood that this is not just another so-called petrol saving gadget which seeks to obtain economy at the expense of performance.*

In all cases where water injection has been employed so far, economy has improved, *and power output has gone up.*

In this connection, do not forget the startling increase in max. b.h.p. that was obtained for the R.R. Merlin aero engine in 1944 when water injection was fitted.

Proved Marine Application

In the marine engineering field water injection has been known and used for years, also in applications to large engines in power stations ashore, also stationary engines as employed in large pumping plants, factory power houses, and the like. The equipment used was, however, expensive, heavy, and not suited to car engines on account of size.

We have been engaged in fitting our own water injector to small petrol marine engines since 1945, 20 h.p. to 600 h.p., as used in motor yachts, cruisers, patrol vessels, motor torpedo boats, and similar craft. All these jobs were of course, "one off" and rather expensive in initial cost, but were justified in the long run as fuel savers and power boosters."

THE LAGONDA published quarterly is sent free to all paid-up members of the Lagonda Club. (Extra copies, price 3s. 0d. may be obtained if in print.) Having a selected, influential readership with no waste circulation, THE LAGONDA is a sound advertising medium.

ADVERTISEMENT RATES:

Full page, £5 and pro rata. ½ panels, 12s. 6d. Small adverts. 3d. per word. 10% discount for four successive insertions. Enquiries to the Editor.

FOR SALE

1934 M45. FOR SALE. Owner matrimonially minded so must sell. Genuinely in very good condition, with an unusually good performance. Owner guarantees that without flogging he has obtained 104 m.p.h. The following work has been carried out during the last 4 months. 2 new Michelin tyres. New hood, bearings, pistons, rings, water pump, clutch plate and linings, starter motor almost completely re-wired. Carburettors, mag., and coil tuned. It has two other very good re-moulds. Re-painted cream with red wheels and accessories.—Nearest offer £300. Telephone BAYswater 8911 daytime or FLAxman 6104 evening. Photographs.

L.G.45. First repistoned Nov. '37. All the usual desirable features. Four virtually new Goodyear Eagles. Brakes just relined. New hood. Gear-box and complete crownwheel and pinion with housing recently replaced.—£350. O'Connor, Castle Hill House, Launceston.

16/80 1933 Continental Tourer. Very good condition except for battery, hood and front tonneau cover. Repainted autumn 1951, grey and black. Magneto and radiator serviced recently. and water-pump replaced. New back tonneau-cover.—Offers to: W. Stuart Best, at Manor Farm, Godmanston, Dorchester, Dorset, where it can be seen and tried. Tel. No. Cerne Abbot 254.

3-litre Spares. Pair of P100: 3.7 CW & P: 3-litre rad. rechromed, will fit early 4½: 3-litre front axle: 21" wheels: 3-litre engine spares: sump.: instruments.—D. Price, Saddler's Arms, New Yatt, Oxon. Ramsden 68. Map ref. 374/130.

3½-litre Saloon. Registered October, 1935. History known since 1939. New clutch recently fitted, gearbox rebuilt 2 years ago. 6 tyres. Batteries good. Car generally in fair condition. For sale due to owner obtaining new wife.—£145. Rose, 78 Coleraine Road, Blackheath, London, S.E.3.

Rapier. Abbott body 4 seat tourer. Vast amount of work done since 1949 including engine, gear box and back axle overhauled. All details available. Whole car in good condition. £200.—M. Wilby, 4 Lancaster Garages, London, N.W.3.

M45 4½-litre Saloon (black) rebuilt and resprayed 1953. Rebuilt engine 1954. Brakes relined 1955. Much other work done. Full history and details of overhauls available. Spare engine.—£250, o.n.o. J. H. T. Griffiths, Little Chesters, Stoke Poges, Bucks. Phone: Day, Ealing 6733. Night, Fulmer 24.

2-litre Speed Model 1928 tourer. In excellent mechanical and bodily condition. £150 has been spent on this car in the past 18 months.—£200.

2-litre Fabric Saloon, 1928. Complete £45, or break for spares.—Scates, 50 The Charter Road, Woodford Green, Essex. Tel. Buc. 5877.

WATER INJECTION FOR LAGONDAS!

Specialist Engineers are now fitting the Ridley H.20 BOMB. Easily fitted to any engine in a few hours. Particularly suited to large capacity vintage engines, Bentleys, Lagondas, Rolls-Royce, etc., giving wonderful performance with improved economy. 19 m.p.g. obtained from 6½ litre Bentley. Complete kits with full instructions £5-10-0 from stock or we will fit for you by appointment. Fully illustrated brochures on request—stamped envelope will speed our reply.

Stanley V. Lipscombe, Marine Engineers,
11, Victoria Road, Boveney, Windsor.

Save Petrol—Use Water!

WANTED

No. 5. THE LAGONDA wanted by 'The Editor' to complete set.

Blown 2-litre, or 2-litre in good condition at realistic price.—W. A. Osman, 44 Resslyn Hill, N.W.3.

Advertisements small classified (3d. per word) or larger Trade Announcements for THE LAGONDA—a medium of proved pulling power.

RECOMMENDED PORTS OF CALL

The Green Dragon

AN INN OF UNTOLD ANTIQUITY
STOKE FLEMING DARTMOUTH

On the glorious South Devon Coast,
near famous Blackpool Sands.
A welcome awaits you from
JACK AND JOAN POCOCK
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Bed and Breakfast.

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New Yatt, Witney, Oxon.

3 miles Witney

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DOUG. PRICE (3-litre)

Welcomes you to a Free House

Fully Licensed.

MIXED GRILLS • SNACKS



LAGONDA SERVICE

*Repairs — Overhauls
Tuning for Competitions*

Club Members always welcome

MAURICE LEO

SALES AND SERVICE

GREGORIES RD. GARAGE, BEACONSFIELD

Telephone Beaconsfield 538

INSURANCE SCHEME FOR LAGONDA CLUB MEMBERS

Do all members realize that an insurance is in operation similar to that arranged for the Bentley Drivers' Club, whereby careful drivers are quoted basic rates irrespective of whether their car is sports or vintage or both ?

This scheme was arranged by
ANTONY HYDE-EAST
in the days of the 2-litre Register
and has the blessing and approval of the Underwriters.

ANTONY HYDE-EAST
— INSURANCE BROKER —

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Phones : KINGSTON 8866 (2 lines.) Home : MOLESEY 6222.

NO EXISTING BUSINESS CONNECTION ELSEWHERE.

LAGONDA CLUB NOTICE BOARD

ANNUAL GENERAL MEETING

and Concours d'Elegance

SUNDAY, 25th SEPTEMBER, 1955

at BRIMPTON GRANGE, WHEATLEY, OXON.

(on A40 between High Wycombe and Oxford)

Cars entering Concours to arrive as near noon as possible but not later than 2 p.m.

Hotel Lunch served 1 p.m.—2 p.m. (if ordered in advance)

1 p.m.—4 p.m. Concours d' Elegance 4 p.m.—5.30 p.m. Tea. 5.30 p.m. A.G.M.

Picnic Facilities if fine Plenty of shelter if wet

1905 LAGONDA TRICAR and 1955 LAGONDA 3-litre WILL BE ON SHOW

LONDON PUB MEETS

The new rendezvous having proved so popular and convenient the

**COACH AND HORSES
AVERY ROW,
GROSVENOR ST., W.1**

will continue as our meeting place

**THE 3RD THURSDAY OF EACH
MONTH**

18th Aug.—15th Sept.—20th Oct.
17th Nov.

Ample parking space

DIARY OF EVENTS

V.S.C.C. 21st Birthday
Party Sat. 10th Sept.

Lagonda/Alvis Tests Sun. 11th Sept.

A.G.M. Sun. 25th Sept.

Cornwall Vintage C.C. Sat. 15th Oct.

November Handicap Sat. 12th Nov.

Christmas Party Friday 2nd Dec.