

THE
Lagonda

No. 18 AUTUMN 1955

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 1905 Tri-car was found in Devon in the 1930s and was the first Lagonda model to dispense with handle bars in favour of a steering wheel. The photograph was taken in Geneva earlier this year when the Tri-car was the centre piece on the Lagonda stand at the Geneva Salon. The colour blocks have been lent to us by the kindness of the Editor of the D.B. Newsletter and the David Brown organisation who have also arranged for the Tri-car to be on view at our A.G.M. at Brimpton Grange.

OUR BIG MEETING

THIS ISSUE of the Magazine reaches members a little earlier than it normally would have done, in order to give a last minute reminder of the Annual General Meeting and *Concours d'Elegance* to be held on Sunday next, 25th September, 1955.

Once again Brimpton Grange, Milton Common, Wheatley, Oxon, on A40 between Oxford and High Wycombe (map reference 098234) has been chosen as the venue largely for the greater convenience of Northern and Midlands members, of whom we hope to meet a considerable number (few will be more than three hours' driving away).

New members (and there has not been a single month during the past year when several applications for membership have not been received) are specially welcome—whatever the age and condition of their cars. For them it should be explained that this is no stuffy, formal occasion—the *whole* family comes—grandma, the missus, the kids and the dog (each getting together and fraternising according to their natural bent)—and many are the picnic parties on the spacious lawn.

If you are not of the picnic-ing type, you'll probably get a good lunch for five shillings in the Hotel, but by the time you read this it may be a bit late to book a lunch through Doug. Price (try telephoning him at Ramsden 68). However, there will be snacks at the bar

ADVANCE NOTICE

THE CLUB CHRISTMAS CARD FOR 1955



**Geoffrey Allen's design makes
a most attractive card in the
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if you are unlucky for a meal.

Additional Spectacle

The line-up of some hundred or so Lagondas, many immaculately burnished for the *Concours* will be an impressive and stirring sight. They will, however, be rivalled by a unique parade which the Editor is trying to organise. This will show different Lagonda models from an actual 1905 Tricar to a 1955 3-litre, both of which will be shown by courtesy of the David Brown organisation. In between there will be 1914 11.1 h.p., 1923 11.9 h.p., 1929 Le Mans 2-litre, 4½-litre team car and 1939 V-12.

IMPORTANT—Labels Please

In order to serve the double purpose of identifying the different models for the less knowledgeable visitors and of enabling members to meet other owners in their own localities, each driver is asked to put a label on his windscreen, stating year and model of the car together with the name and address of owner. *Please* remember to do this as the whole idea will fall flat unless everyone displays an identifying label.

Officials Branded

And talking of identity labels, in order to segregate the "dirty dogs" from the ordinary domestic animals present, each member of the committee will wear an armlet branding him as "Chairman", "Hon. Sec." and so on! To ensure that he will not be completely ostracised, "Money-bags Elphinstone" promises he will not ask for any subs or other money from anybody, so don't try and avoid him if you see "Hon. Treas." on an armlet.

The actual A.G.M. will be held immediately after tea, about 5 p.m. in the commodious barn adjoining the Hotel. Accounts and Reports will be rendered, Officers elected and opportunity afforded for members to criticise and heckle the Committee. As will be seen from the Rules of the Club reproduced in this issue, all Officers are elected (or re-elected) annually. This includes the Editor, who although he enjoys making bricks without straw, has no wish to hog the "hot seat" and will vacate the Editorial chair if members

generally would like a change or if any member in particular fancies the title and work—there are no "perks"!

Party Afterwards

Promptly on the stroke of opening time the Chairman closes the Meeting and many members, after quick fortification for the journey will repair to the "Saddler's Arms" at New Yatt, near Witney, where Mine Host Doug. Price extends an invitation to all members to join him.

Distinguished Visitors

John Wyer, famous racing manager of the D.B. organisation and Director James Stirling of Lagonda Ltd. have been invited to judge the *Concours* and we are particularly looking forward to meeting Bert Hammond who was for many years chief tester of the old Lagonda company and who worked with Wilbur Gunn right from the start in the old motor cycle days—what a wealth of interesting memories he must have!

Doubtful Note!! Charles Long, still "heady" from meeting Diana Dors, who actually sat in his 2-litre when it was on loan to the Rank organisation for film-making, has threatened to bring her, or another glamorous film star, to help judge the *Concours* "from a woman's point of view". Apart from being embarrassing when the family is around, we are inclined to think (without being rude to any talented artiste) that such a move reduces the occasion to a fete worse than death!

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FIRST COMPETITORS' DINNER

Exclusively for those members of the Club who have taken an active part as driver, navigator or marshall at any Club event during the previous twelve months, a dinner has been arranged for the middle of next month. This will be a unique occasion, for eighteen months ago no such gathering could have been envisaged or considered. Very properly a contribution is being made from Club funds as a token of recognition and appreciation of the efforts of those who have had the enthusiasm to support the Club events as active participants. May this be the first

of many similar functions. May the envy of those who are not eligible to join in the celebration feast next month spur them to activity under the aegis of the Hon. Comp. Sec. next year. Originator Bill Michael puts the accent of the occasion on slight formality and an atmosphere a cut above the ordinary pub meet—obviously dignity without impudence.

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OUR NOVEMBER HANDICAP

The Club's Autumn Closed Invitation event increases in prestige each year and the arrangements made for 12th November, by Doug. Price and Harry Wareham are likely to make the event even more popular than ever. The start will be at Brimpton Grange, Oxon. and the route through the Cotswolds should attract entries from Midlands and Northern members (remember that early application really is advisable for inclusion in the limited field).

Following upon the unsuitability of the 8 Clubs Eastbourne Rally for "our type of car" and the regretted demise of the Bentley Eastbourne, Peter Bartleet and Richard Paines are already busy organising the 1956 November Handicap which will be on much more ambitious lines than hitherto. Probably starting off at midnight, entrants will cover a 250-mile night section which will precede the driving tests. The whole extent of operations will be confined to a relatively small area, probably in the Cotswolds.

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A MOUSE MAY LOOK AT . . .

It is reported that while the Chairman was taking a bath in the Comp. Sec's flat, a mouse (*Apodemus sylvaticus*) entered the bathroom and stared (leered?) at the noble man in his watery surroundings only departing when a punitive sortie was made . . . a new version of Susanah and the Elders ? ? ? ? ?

Newer Members should know that the Comp. Sec. being strangely afflicted, keeps mice and other carnivora (large and small) This was an escapee; whether trained to peer at persons abluting is not known.

TWO COVES IN CORNWALL

—which is not as the same as two Cornish coves! Joining forces again this year, the Chairman and the Hon. Comp. Sec. holidayed together at Sennen. Mindful of their harrowing experiences last year in coming face to face with our august officials, the two basking sharks tipped off their playmates and the Chairman was thus spared the ordeal of disguising bowel-loosening fear and trying to pass it off as piscatorial interest.

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GREMLIN GIRL

Rexford-Welch started it by calling her Betty Hardboard in his Competition Notes last year. Then the then-new Editor dropped a big brick by making her sign Doug. Price's Visitor's Book as Betty Wilby. Finally "Pub Crawler" in the last issue referred to Betty Smallwood. Same girl. Humble and profound apologies Miss Woodhead.

BONE-ED.

FINAL NOTICE

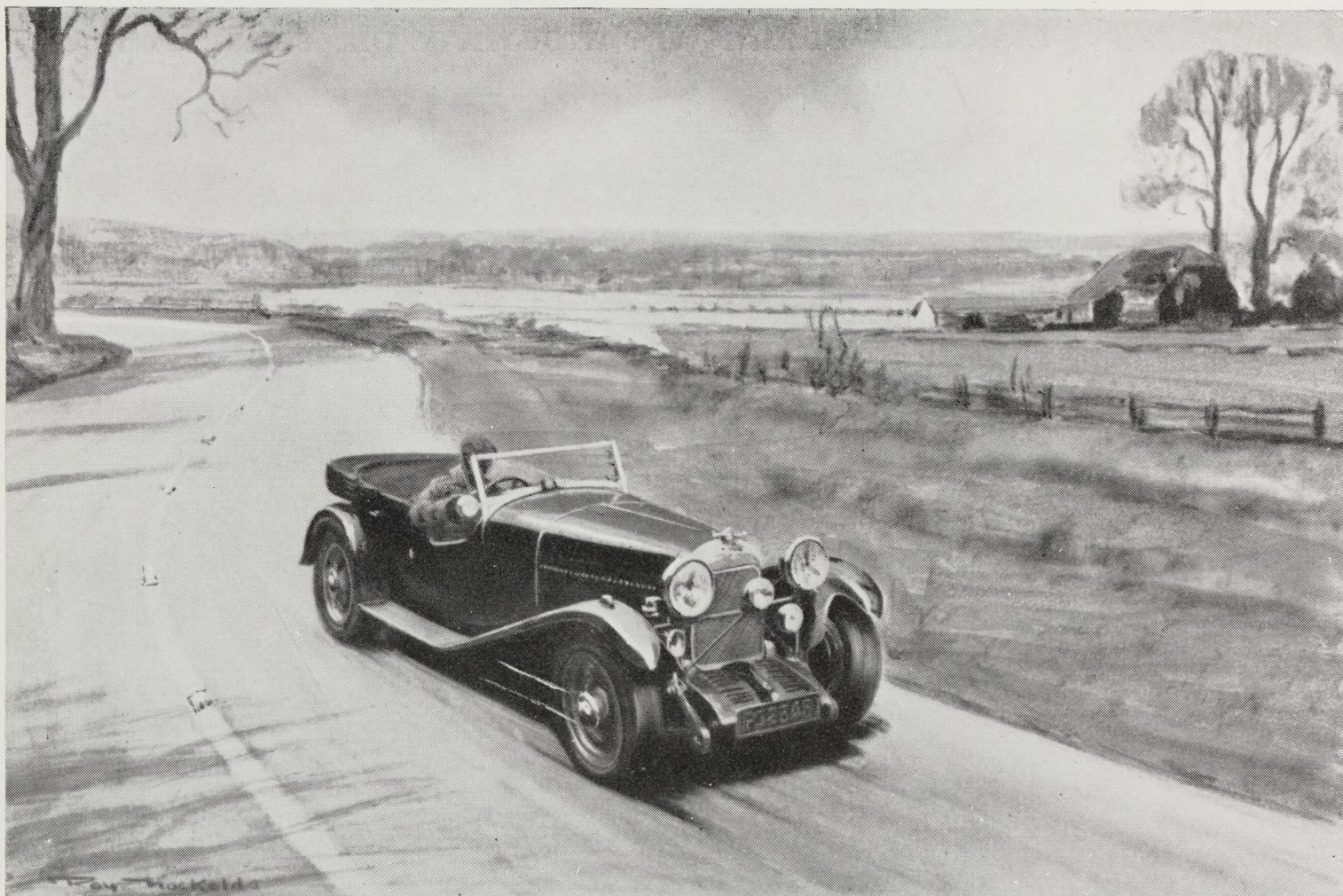
THE SECRETARY STATES he will definitely have to give up office at the end of the year.

For some time now the Committee have been making great efforts to find another person, but without success.

Therefore it is up to each and every member to do what he can to find a candidate, unless of course, the future of the Club means little to him. It seems a pity that this active and healthy Club that has grown so strong in the last few years should now die away, but no matter how good and competent the sub-committees are, the Club cannot run properly without a Secretary. It is as simple as that, and up to every one of you to

DO SOMETHING ABOUT IT.

M. H. WILBY.



The above picture is a reproduction of the fine watercolour painting by Roy Nockolds that constitutes

The Densham Trophy

Awarded annually to the "most worthy" 2-litre owner; the winner holds the original painting for one year and receives a coloured miniature reproduction "for keeps". I asked Peter Densham more about it. He replied:

Dear Mr. Winkworth,

I am delighted to give you details of the Lagonda painting.

In September 1950 I received from members of the Lagonda Register a cheque in recognition of my work as their honorary secretary. I had already decided that it should be spent in providing a permanent trophy, to be awarded annually to the most worthy 2-litre Lagonda owner, and I cudgelled my brains to find the right form that such a trophy should take.

Having decided that a picture of my own 2-litre might be the answer I approached Roy

Nockolds, the well-known painter, and was fortunate in finding him willing to do the work. The result (I thought) was magnificent! So much so that I had the greatest difficulty in parting with it. However, I have never regretted doing so because I believe that the artist has captured the very essence of Lagonda motoring and I am glad that it should be seen by as many people as possible.

The picture was painted from two or three very ordinary snapshots, yet the result is accurate to the smallest detail. I believe the picture should be valued

highly and looked after with the greatest care.

The actual sum paid to Mr. Nockolds is a secret between ourselves.

Yours sincerely,

PETER DENSHAM.

We can assure Peter Densham that the picture is certainly treasured and treated with the greatest care by succeeding winners whose names:

D. P. KING, 1951.

A. J. LOCKE, 1952.

P. G. BARTLEET, 1953.

R. H. PAINES, 1954

are recorded on the frame.

Lagondas holding the first three places for 17 laps—

the 3 Clubs Teams finishing 4th, 5th, and 6th—

These were the highlights of a memorable occasion

THE DAVID BROWN RELAY RACE

AMOC SILVERSTONE

Our reporter 'Disco Volante' in this vivid account

recaptures all the excitement of this great race

for the record and for those unfortunates who were not there

THIS ANNUAL EVENT is run by the Aston Martin Owners Club as a handicap relay race. The teams consist of three cars and each is required to complete seven laps. The failure of any car being enough to put its team out of the race.

The field of twenty one teams was a varied one, ranging from the Works DB3S cars driven by such drivers as Parnell and Salvadori to the V.S.C.C. Frazer Nashes, modern M.G.s and Lotuses.

It is evident that the handicappers are at last getting a grip on the performance of the varied types in the race, because for the first time at the end of twenty one laps, including three changes of cars and drivers, the whole field was remarkably close together. Fifty five seconds covered the first four home, which were the V.S.C.C. Frazer Nashes (from the 8' 30" mark), the 750 Club Lotus team (from the 6' 30" mark), the M.G. team (from 7' 50" mark) and the 3-litre Lagonda team (from 13' 30" mark).

As in 1954, the Lagonda Club entered

three teams. There is no doubt that they were better balanced entries than in 1954 and so easier to handicap. Our teams were made up as follows:

Team CC 1 (4½-litre)

L. S. Michael ..	..	4½-litre Team Car
M. Leo ..	..	4½-litre Team Car
(driving C. E. H. Mulholland's car)		
R. S. Page ..	..	2-litre

Supercharged

Team Manager: C. S. Elphinstone.

Team CC 2 (3-litre)

R. A. Newman ..	..	3-litre Tourer
D. W. Price ..	..	3-litre Tourer
H. C. Long ..	..	3-litre Saloon

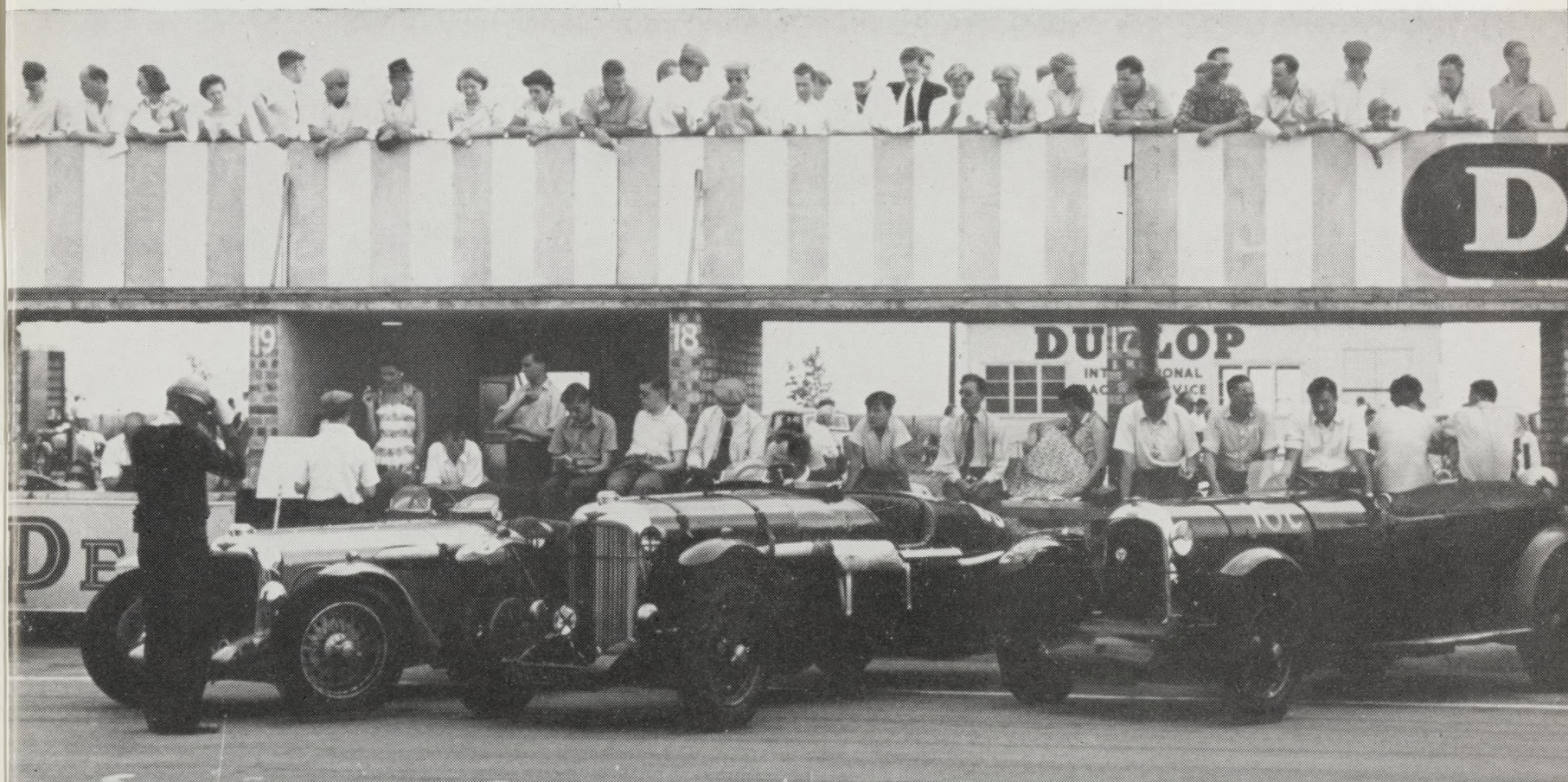
Team Manager: P. Bartleet.

Team CC3 (Rapier)

D. G. Cooke ..	..	Rapier Tourer
E. M. Lawe ..	..	Rapier Coupé
M. H. Wilby ..	..	Rapier Tourer

Team Manager: G. D. Speight.

It was unfortunate that Richard Paines fast 16/80 had run a big end and was unable to



The No. 1 Team outside the pits. Billy Michael (left) adjusts his helmet.

start. The 3-litre Saloon which Charles Long very sportingly entered as a last minute substitute, is far too large and heavy to do itself justice on the Club Circuit. 37 cwt. is a lot for three litres to pull, to say nothing of the extra windage and greater difficulty of cornering rapidly in so high a saloon car. It is certain that the 3-litre team would have secured a place if the 16/80 had run as it usually does. Nevertheless, the 3-litre Boys have every reason to be pleased with coming fourth among this large entry.

Maurice Leo turned out as a reserve with his famous blown 2-litre, and Henry Mulholland very kindly invited him to drive his 4½-litre team car for this event. Henry contented himself by running in a scratch and a handicap race.

The Elphinstone Team of Ladies

When the cars assembled before their pits it was observed that Charles Elphinstone in charge of the number one team, had equipped himself with an entirely feminine pit staff.

Mrs. Elphinstone was lap scoring, Mrs. Michael expertly pressing two stop watches, and Mrs. Wareham estimating how much faster we had to go to secure a place. The 3-litre pit had the distinction of the Aston Martin works attempting to recruit one of its members on to the works staff, when John Wyer lured Peter Bartleet away to paint numbers on the works cars. In the Rapier pit, the mathematicians considered the handicap a bit tight as Lane's heavy coupe was expected to be much slower than the two open cars. Events proved this prognostication correct as he was about 9-10 seconds a lap slower than his team-mates.

Lagondas lead for 17½ laps

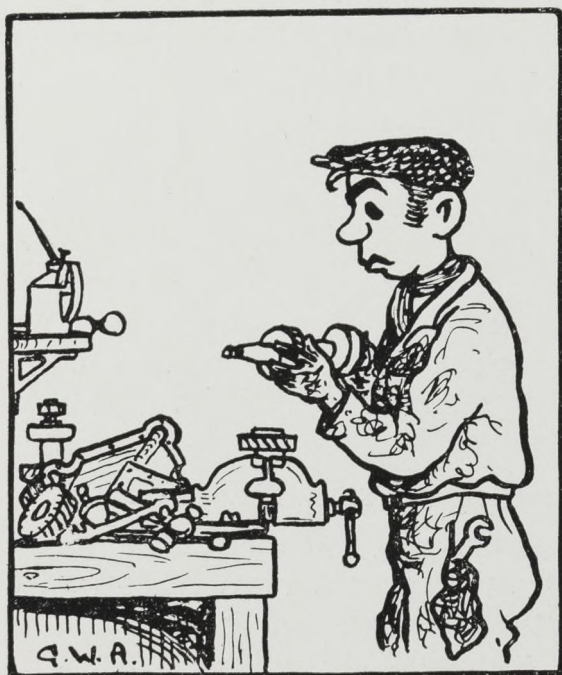
It is a matter of history that Lagondas held the three first places until three and a half laps from the end, and finished "Team 2" fourth, "Team 1" fifth and "Team 3" sixth. The motoring press reports were naturally sketchy and some details of the progress of the race will be of interest to members.

DAVID BROWN RELAY RACE (contd.)

Dudley Cooke in his now quite rapid Rapier set off first in the field, thirty seconds ahead of the 3-litre's "A" car. Cooke, having overcome his habit of coming out of Woodcote sideways, was lapping at 1 min. 46 secs., which is better than he has ever done before. Ron Newman, whose 3-litre is one of the last produced and has the 75 m.m. bore as opposed to the 72 m.m. engine of Price and the 68 m.m. of the early 3-litres, was known to be fast, and expected to lap round about 1 min. 44 secs. However, he amazed us all by putting in a best lap of 1 min. 39 secs., and only once going over 1 min. 40 secs. Ron was driving extremely well, braking very late for such a car, but much steadier through the corners than at the 8 Clubs Meeting. As a result he was coming *out* of the corners much faster, being able to concentrate on keeping his revs up instead of on keeping the car pointing in the right direction. (Incidentally, the following week he proved his prowess again by starting *with* the 4½-litre saloons in the handicap and beating them all except one.)

At the end of lap 5, Newman caught Cooke, and the 3-litres led the race for the next twelve

BILL BIGEND says:—



"Maybach gear box, Eh? Well, it may go back alright and it may not!"

and a half laps. Although the back markers came up rapidly through the field they were just unable to catch the 3-litres till then.

The 4½-litres, who started five and a half minutes later than the Rapiers, were not within striking distance of the other two teams until lap fourteen. Although the A.M.O.C. team 6 and the Frazer Nashes (eventual winners) had been disposed of by Michael's team car early on.

Newman's Quick Change-over

Newman handed over to Doug. Price in a very rapid change over. The time for his last lap including stopping, handing on the sash and seeing Price's car start was only 1 min. 42 secs. Doug. Price set off briskly, lapping between 1 min. 47 secs. and 1 min. 49 secs. on a now quite crowded circuit, all the time drawing away from the Coupé Rapier which was getting round in 1 min. 55 secs.

Maurice Leo in the second 4½-litre team car caught Lane at the end of the long straight on lap 14, but coming very fast into Woodcote he braked very heavily and the offside rear wheel which had shown a tendency to lock in earlier races, locked on solid. Leo spun in front of the Rapier as it rounded Woodcote after him. Lane avoided the revolving team car neatly, and was able to send Wilby on his way, still second in the race, before Leo handed on the sash.

Car Strangeness Cost Many Seconds

Henry Mulholland was standing innocently about the pits as the news came over the loudspeakers that "Mulholland has overdone it at Woodcote and is spinning off". An error subsequently perpetuated by the motor-ing press. His expression of extreme gloom was much lightened when he saw his car hurried in to hand over to Page a few seconds later. Both the team cars had been lapping steadily at around 1 min. 28 secs. Neither drivers were really used to their cars, it being Leo's first race in the Mulholland team car, and Michael having only been out in his at two previous meetings when he had gearbox trouble and fuel starvation. A couple of seconds per lap could have been knocked off

these times (as the following week showed) if the drivers had known their cars better.

Page set off in hot pursuit of Wilby, his times between 1 min. 40 secs. and 1 min. 41 secs. In spite of his most energetic cornering, which was equalled by Mike Wilby's remarkable speed through the bends (particularly Woodcote, and Copse which he seemed to take flat out) it was four laps before the Rapier was overhauled. On this same lap "Patience" the fastest of the Frazer Nashes passed both Wilby and Page and also caught the 3-litre saloon then leading the race. The order at the end of lap 18 being Frazer Nash, 3-litre Lagonda, 4½/2 LS Lagonda, Rapier. All this time the scratch DB3S cars were tearing through the field, but the handicap was just too much for even Salvadori and Parnell.

Page said afterwards that his car is now a little tired, as it has had a most active competition life (including a success this year at Oulton Park), since it last received any serious attention. Indeed Page has often pushed this car round the Club circuit two seconds faster than he managed in the relay. Perhaps the blower is getting short of breath!

Long's great effort in Saloon

The 3-litre team lost time on lap 14 when Price handed over to Charles Long. The passing of the sash into the saloon and its get away taking 18 seconds longer than the first change over. Nevertheless, Long still kept his big saloon in front of the pursuing super-charged two litre. He was then lapping at 1 min. 57 secs. and 1 min. 58 secs. Lap 18 saw the Frazer Nash pass and at the end of lap 19 the fast MK IX Lotus got through. Page, and the M.G. team were now pressing hard and egged on by frenzied signals from his pit, Long got down to 1 min. 54 secs. and finally 1 min. 51 secs. in his efforts to keep the T.F. M.G. (with the bored out 1466 c.c. engine) and the Lagonda No. 1 team behind him. The M.G. could not get through until the last lap, when the chequered flag fell, the 4½-litre/2 L.S. team was 10 seconds behind, and Wilby carried the Rapier Flag into 6th place a little way behind the other Lagonda teams.

Several members had a go in scratch and handicap races, although success did not crown any of their efforts. The opposition was rather strong and we cannot compete with modern specialised sports cars on anything like level terms. Nevertheless, it was a most enjoyable day, and we extend our heartiest thanks to the "ASTON MARTIN OWNERS CLUB" for organising the meeting and for inviting us to take part in it.

DISCO VOLANTE.

★ ★ ★

We know it must have been jolly hot inside that 3-litre Saloon—we realise it must have been an ordeal being harassed by the verbal lash of team-manager Bartleet—BUT does it justify that "Long fellow" perpetrating the following:—

THOUGHTS *by Charles Long* ON THE A.M.O.C. RELAY RACE

(with apologies to Sir Henry Newbold)

There's a breathless hush in the pits today
Seven to go and the race to win.
With a Lag saloon; there's the devil to pay;
We're in the lead and the last car in.
And it's not for the sake of a pewter mug,
Altho' another would make the set,
But Bartleet's hand on his shoulder dug,
"Bash it, bash it, off you get".

Out on the track it's a sticky do,
Black with the rubber from a D.B.2.
Parnell's out and the wind is up
The driver, who would forgo the cup
"Oh to be back and safe on the banks
How do they kid me to play such pranks".
But the sight of Bartleet doing a dance
"Bash it, bash it, we've still a chance".

This is the story that lap by lap
As Parnell gradually closed the gap
At a hundred plus he passed our man
Who amazed at his Lag that ran and ran
"The old girl's getting the fever at last—
Oh dear God Almighty who's that going
past!"
And so to the end when we made a place
"Bash it, bash it, we've saved our face".

THE DEVELOPMENT OF THE LAGONDA LIGHT CAR

investigated by

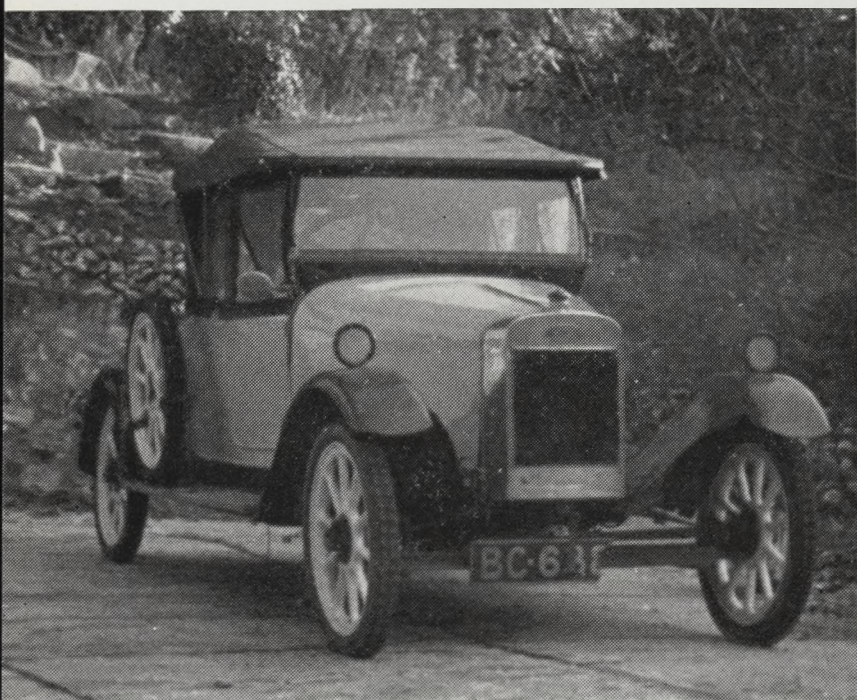
ALAN K. AUDSLEY

★

PART 1 Technical Survey

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Below : The Type K. or "cheap" model



"LIGHT CAR" is not a term heard much today. This is probably not so much because any decline in light cars is apparent but rather that mass produced cars are so similar in concept, large, medium or small. If any definable limits were to be laid down today for a "Light car" they would start much controversy over cars in the border line class. In the days of the light car; which brings to most peoples' minds the early twenties, these cars were in a class of their own: they were not glorified quadricycles, but very definite motor cars in their general design and construction. They were however, a new conception in their small size, lower price and running costs, yet in general having reliability comparable to the bigger cars.

Wilbur Gunn was one of the first to see the possibilities of the light car and he dropped all other designs in order to develop the 11.1 horse power Lagonda. It was as big a change from the cars which preceded it as it was to the 14/60 and 16/65 and other models which followed. Like the 14/60 it had a Lagonda designed engine. Lagondas seemed to alternate between designing their own engines and borrowing others. Crossley and Meadows engines were two popular ones in the thirties. Prior to the 11.1 model, Lagondas had been fitting the Coventry Simplex.

The car which appeared on the market in 1913 had a four cylinder engine of 67 mm. bore and 78 mm. stroke. The side exhaust valves and overhead inlet valves were operated by a single camshaft from which a skew drive worked a plunger oil pump working vertically on the outside of the sump. This pump ejected oil from open discharge pipes over the two main bearings. From then on the lubrication was by splash. Long push rods projected above the block and operated the inlet valves through short rockers. The proximity of the vertical valves to their push rods meant that the very short rockers had a considerable arc of travel. This was one of the first modifications to the design; to alter the camshaft layout so that by fitting longer rockers the valves could be operated by push



Three Lagonda light cars showing three distinct radiator types and general increase in weight. (L. to R.: 1924, 1923, 1914 now owned by Marcia Fisher, Nancy Audsley and C. Elphinstone.)

rods spaced further away. This modification was successful in eliminating the unhappy habit of the rockers getting hooked up with the push rods and most of the cars already sold were returned to have this modification carried out. Access to the exhaust valves was achieved by removing the inlet manifold and then unscrewing the four inlet valve cages from the top of the block. These inlet valve assemblies consist of the valve inside a cast cage containing the valve seat, valve guide and radial porting through which the gasses pass. Inlet valve grinding is therefore done away from the engine.

A belt driven fan assisted the thermo syphon cooling and the fan was driven from a pulley running at half engine speed mounted on a shaft which provided the magneto drive.

The engine, clutch and gearbox were in one unit and the whole mounted in the frame by two bolts located close together at the front of the engine and four bolts on the rear flange of the gearbox and secured to a main cross member. Contrary to normal practice

the sump did not unbolt and remove from the base of the engine to leave the engine secured in the frame but the engine lifted off the sump, it being the sump which carried the front mounting lugs and the flanged joint at the clutch housing. The engine could be lifted off by breaking the drive at the clutch and freeing the sump flange bolts. There was no need to drain the sump and the engine could be lifted single handed without lifting tackle being necessary.

The leather cone clutch drove via a fabric coupling to the three speed gearbox. The gearchange was by a short remote control lever working in a gate. The handbrake lever was mounted beside the gate and this was of the fly off type. The handbrake operated on the rear wheels by cable with pulley compensation. The rear brakes were internal expanding ; each brake consisting of one cast iron shoe of "C" shape, anchored at one end and with the other end pulled by a short lever. The cast iron shoe acted directly on the drum and no form of removable brake

THE LAGONDA LIGHT CAR (contd.)

lining was used.

The footbrake was of the partly self wrapping type, operating on a drum which also formed the front member of the universal joint at the rear of the gearbox. This brake was quite effective in locking the prop shaft but in the intermediate stages of pedal pressure displayed its very poor ability to disperse heat.

The rear half of the universal joint carried a flat belt pulley to drive the speedometer. The universal joint which was similar to the Hardy Spicer design had a somewhat arduous task. This joint not only transmitted the torque from the engine but supported the weight of the torque tube, and all the forward and backward thrust of the back axle which was otherwise only located by being slid on to the tail ends of the quarter elliptic springs. The back axle was worm driven and had a rigid torque tube and tubular radius rods. The differential gears were cut on the ends of the half shafts and to remove a half shaft necessitated splitting the banjo casing, opening up the differential cage and removing the half shafts inwards.

BILL BIGEND says:—



"Ideal ladies' car, eh? Cor! That Lollo Whatsername's more like my ideal lady!"

Front suspension was by transverse spring and like the rear no shock absorbers were fitted. There was, however, an anti-roll bar similar to a design recently introduced for the Ford cars using transverse front springing.

The front axle was tubular and the transverse drag link connected direct to a short arm on the end of the steering column. This method is only seen today on children's pedal cars.

The chassis and body were built as one and consisted of a steel shell riveted to a light frame of angle of only an eighth of an inch thick. The body was made mainly of 18 S.W.G. plate, heavily tinned. All body joints were riveted and all rivets were sweated over as an additional protection against corrosion. To argue as to whether this was the forerunner of chassisless construction is rather a question of whether the body shell provides the necessary strength or whether the rather frail angle iron would be strong enough if the top were sawn away.

Time alone may provide a rider to this problem; for the angle iron frame is not rust protected and with the very rust resistant body we may one day know the answer as to whether the cars would hold together without the chassis.

The 11.1 Lagonda was named the Business Man's Pleasure Car. It was also named "The Beetle" and this because of its round nose and tail. The radiator consisted of vertical copper tubes mounted between the bulbous top and bottom tanks and the round tail was a tailor-made boot for the spare wheel. Three stud Sankey artillery wheels were used. These were made up as two identical steel pressings, welded back to back. The resultant wheel was very strong and yet light, and easily cleaned. The wheelbase was 7 feet 6 inches and the whole car weighed approximately nine hundredweight. The cost of the 11.1 was £135. With the success of this two seater model a four seater car was available for 1914 but the war soon curtailed the production of private cars and Lagondas joined in the war effort.

The Lagonda light car started as the 11.1 h.p. model. It then developed into the 11.9



Factory view of late 11.9s during period of maximum production about 1921-2. Engines are being tested on left, car ready for delivery on right.

and later was called the 12/24. Apart from normal changes to the body design the major external change was in the shape of the radiator which appeared in three distinct forms. The first radiator was the bulbous vertical tube type. This was followed by a nickel honeycomb radiator of somewhat angular outline which finally developed into the curved type which formed the basis for later Lagonda radiator design. One is inclined to associate the three types of radiator with the three distinct stages of engine development but this is not a reliable guide.

After the war the 11.1 car was recontinued. Small changes which took place very soon were the incorporation of worm and sector steering box, forged front axle beam and another change to the rockers. These had been found again to be giving trouble. They had been machined parts, fitted with ball race for the centre pivot. Being oscillating members and not rotating like a ball race's normal function, the balls, unevenly in their tracks, and trouble soon developed. The races were then dispensed with and solid

forged rockers were used, running on hardened pins. Each rocker was fitted with an oil cup to lubricate its pivot. The rocker gear was still exposed and it was not until the 12/24 engine was designed that they were covered over and automatically lubricated.

The engine capacity was changed from 11.1 to 11.9 and the cast iron crankcase and block was superseded by separate block and crankcase, the latter being aluminium. This was the early 11.9, still with a round radiator. The wheelbase had increased to nine foot and the worm driven back axle became much heavier in construction as well as being 18 inches longer in the prop shaft. The axle ratio changed from 3.9:1 to 4.4:1 giving a road speed on standard tyres of 17.5 m.p.h. per 1,000 r.p.m.

Throughout the development of this car the gearbox retained the same ratios and for this box only four sizes of wheel had to be cut: 12, 16, 23 and 30 tooth. The constant mesh wheels were 16T and 30T, 2nd gear wheels were both 23T, bottom were 16T and 30T and the reverse pinion was 12T. The

THE LAGONDA LIGHT CAR (contd.)

gap between each two gear ratios was therefore very nearly 2 to 1. No clutch stop was used. The only change to the gearbox was to move the layshaft from aside the mainshaft to below it in about 1921 and when the transmission brake was later dispensed with the gearbox mainshaft became shorter and terminated in a spider to take the fabric universal joint to the prop shaft.

The early anchorage for the rear springs showed a weakness and this was redesigned so as to present a large area to rivet to the side of the car. The early pattern had the rivets so closely spaced that the whole bracket readily tore itself loose.

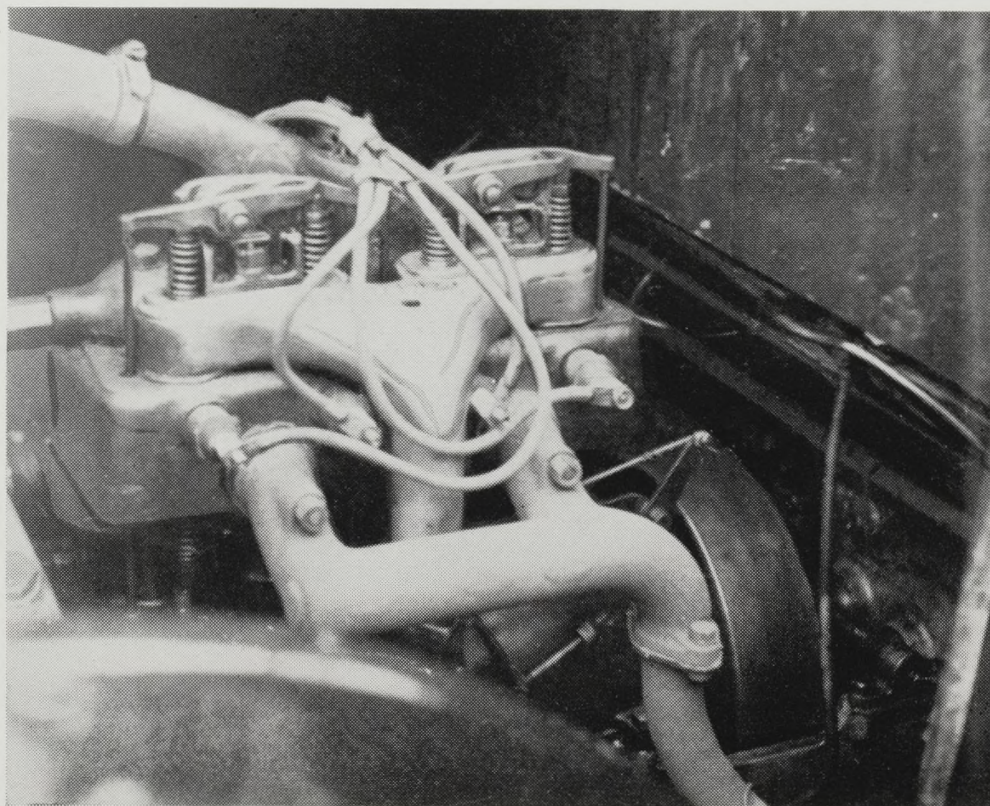
Engine changes were minor but taking place all the time. The fan spindle was originally mounted on an extension to the water outlet manifold but later on a bracket on the aluminium timing cover. An eccentric boss for the fan provided the belt take-up for this and for the dynamo mounted on the offside and above it. The studs securing the exhaust manifold ran through the axis of the porting and later changed to a position where they were not subjected to and obstructing the outcoming gasses. An oil indicator float con-

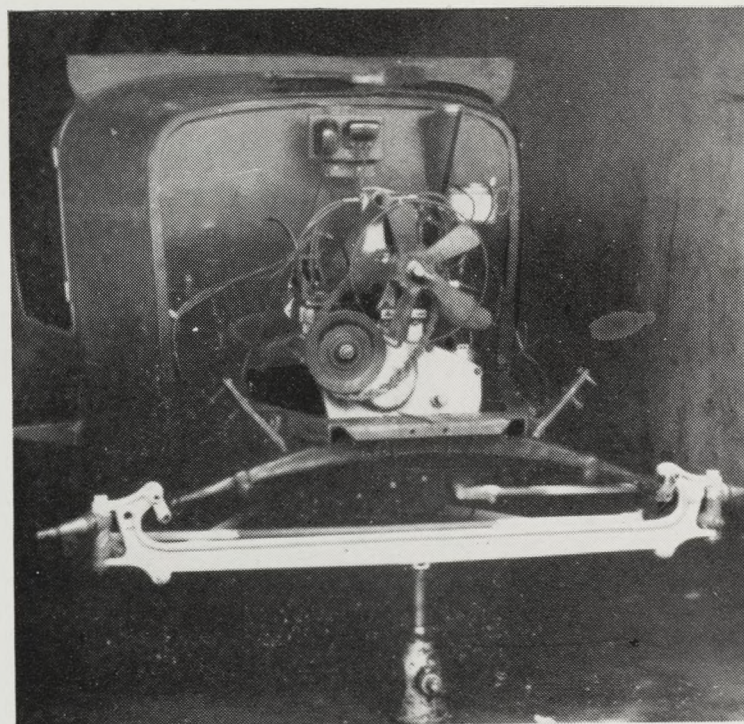
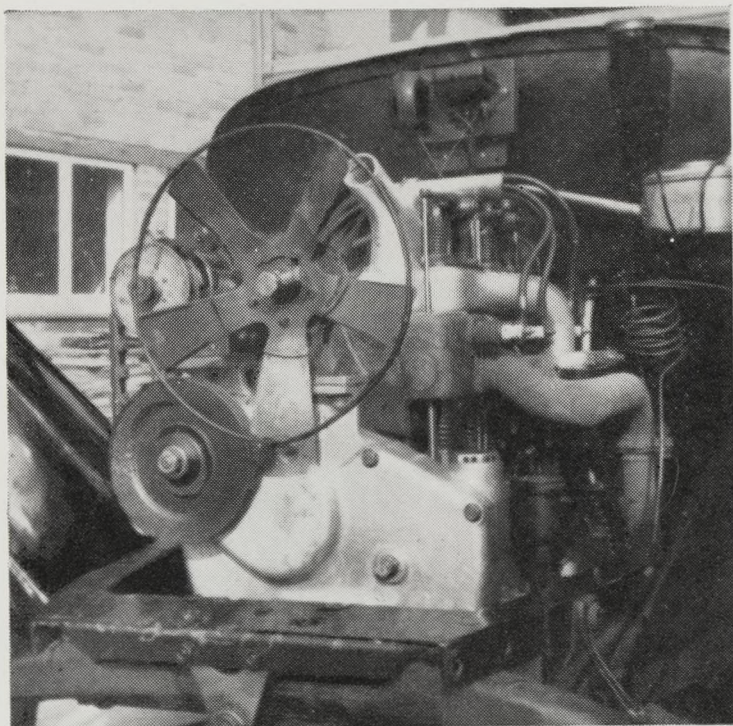
tinued to be used and a second oil filler was fitted. The early design had the one filler which discharged the oil over the timing chains, into the tray for the front con rods and finally to overflow into the sump. The second filler enabled one to pour oil on to the tray for the rear con rod dippers. This then provided immediate lubrication at the rear end after filling a dry engine. This occasion did not often arise as a sump drain did not empty the oil troughs. The only way to do this was to lift the engine off and scoop the troughs empty.

The round tail had given way to a more angular form and the two seater car was fitted with a dickey. This made little change to the main frame of the car as the angle iron side members always stopped short at the rear spring mountings and the dickey or boot was just a lightweight projection beyond this.

The next noticeable change was the introduction of the square radiator and it was at this stage of development that Lagondas tried to capture the cheap car market with a car of this pattern simplified to the bare essentials. This was the type K, which was listed as the "Popular" model. No starter

Nearside view of a 1914 11.1 h.p. power unit.





1923 Type KK stripped for painting, showing power unit and front axle.

was fitted, lighting was on a three lamp system, dimming the headlamps by switching them in series. Bulb horn was standard and no dickey seat was fitted but the boot opened for luggage and to hold the battery and spare wheel. A starter ring was fitted as well as a starter bracket but to fit a starter would have necessitated mounting the battery further forward in the interests of cable shortness. The screen was a single plate of glass and the hood secured by straps to the scuttle. This practice had ceased on all the other models which had the hoods clipping rigidly to the screen frame. The K model was devoid of all instruments. The dash board contained the Magneto switch and the CAV switch panel containing the lights and dynamo switches, ammeter and dynamo field fuse. It was current at this time to fit speedometer (Cooper Stewart) and a clock to the higher priced cars.

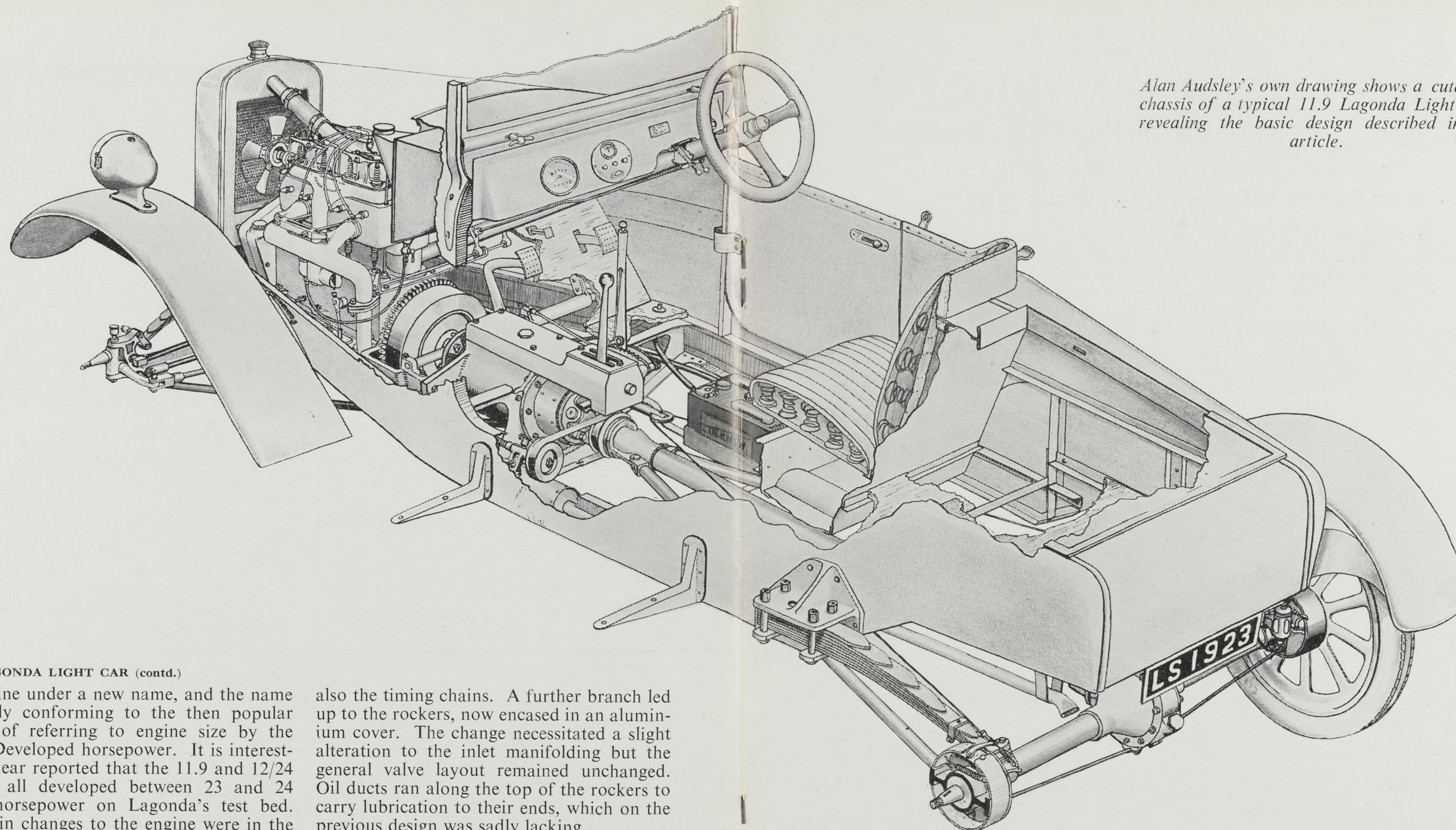
Worm axle was replaced by bevel drive and the rather long prop shaft was provided with a bearing half way down the torque tube to eliminate whip. The axle ratio was now 4.7 : 1, necessitated by the heavier bodywork appearing on the more lavishly equipped cars and the type K although still of only 14 cwt. suffered the undesirable ratio change pre-

sumably in the interests of standardisation.

Early in 1923 the 6 gallon gravity feed tank was fitted with a two way tap to give a petrol reserve. Gravity feed was used on all models, feeding an S.U. carburettor on the earliest models and a Zenith subsequently. The early cars had the petrol filler protruding centrally through the dash midway between the screen and the bonnet, but the filler was later concealed under the bonnet.

During 1923 a new type of axle appeared for all but the cheapest models. This was of more robust construction and the torque tube was pivoted in a spherical housing mounted on a frame cross member. The prop shaft was fitted with a fabric coupling and the duty of this coupling was to transmit the engine torque only—a considerable improvement on the earlier design. Hand and footbrake now operated conventional internal expanding brakes working on much bigger rear drums. Compensation for the footbrake and handbrake was now in each case, by a pulley wheel and continuous cable from one drum to the other. Four shoes were fitted in each drum; two hand operated and two foot.

The next development was the arrival of a new engine; the 12/24. It was basically the



Alan Audsley's own drawing shows a cutaway chassis of a typical 11.9 Lagonda Light Car revealing the basic design described in his article.

THE LAGONDA LIGHT CAR (contd.)

old engine under a new name, and the name was only conforming to the then popular system of referring to engine size by the Rated/Developed horsepower. It is interesting to hear reported that the 11.9 and 12/24 engines all developed between 23 and 24 brake horsepower on Lagonda's test bed. The main changes to the engine were in the lubrication and the drives to the ancilliary equipment, but the most striking change at first glance, was the concealment of the rocker gear previously exposed to view.

The bore of 69 mm and stroke of 95 mm remained unchanged in this engine. The piston type pump was replaced by a rotary vane type of Rotherham's manufacture. It fed, as before to the two main bearings and

also the timing chains. A further branch led up to the rockers, now encased in an aluminium cover. The change necessitated a slight alteration to the inlet manifold but the general valve layout remained unchanged. Oil ducts ran along the top of the rockers to carry lubrication to their ends, which on the previous design was sadly lacking.

The 12/24 engine had a flange mounted dynamo and the timing chain drive was modified for this and for the mounting of the magneto on top of and across the timing case in a similar manner to the later 14/60 engine. A Simms coupling was used for magneto timing whereas the earlier engine had a fabric type coupling and adjustment was carried out by slackening off a tapered

driving shaft, making the adjustment and then drawing up on the taper by tightening a nut on the end of the shaft.

The new engine was soon followed by the appearance of the taller and more rounded radiator and this was the last major change to take place. The rounded radiator 12/24 car made its debut in the autumn of 1923,

and although the car was heavier still, the coachwork offered was lavish and well equipped.

The 12/24 continued in production but was soon to have a single plate clutch instead of cone, and in 1925 four wheel brakes were available as an extra.

TO BE CONCLUDED (Part 2) IN FUTURE ISSUE

A VINTAGE LAGONDA VISITS THE SLOUGH VEHICLE TESTING CENTRE

Nancy Audsley's 32 - years old 11.9 h.p. light car
braves the tests and comes through with flying colours.

I'M ALL FOR this vehicle testing idea although I think it ought to be made compulsory. I feel that many motorists with vehicles that they know to be a bit dodgy would avoid a place like this, whereas a driver with a sound car will happily face the tests.

So I voluntarily sailed into the testing ground and pulled up where I was bid.

"Well! There is an old one!" "No front wheel brakes?" "That plating isn't original is it?"

"That isn't plating it's the metal itself" I replied.

"You know they don't make them like . . ."

"No."

"I bet that not many of these cars here today . . ."

"Probably not."

Formalities were over and I moved forward one car's length. "Make? Year? Mileage?"

"Oh well never mind—Horn please."

"Ug-urrrgh!"

"Sound your horn again please." (This I presumed to be to make sure that the last effort had not been the horn's painful swan song.)

"Ug-urrrrrgh!"

The tester was smiling slightly now as he proceeded to tug and push at every extremity of the car. He refused to accept my extended arms as direction indicators, but otherwise my card was filled with ticks.

Dim View

I moved on into a bay full of light testing gear. Reflectors, tail lights, number plate illumination, auxilliary lights, stop lights, side lights. All ticks. "Headlamps on please." I switched from "Dim" to "Bright". "Hey, what's going on?" he said as the side light bulbs glowed brighter and brighter to assume

the proportions of headlights. I realised that I simply had to explain this or he would mark it down as a wiring fault. "These lamps" I began to explain "Were made before the days of double-filament bulbs and the same bulb is used as a parking lamp as well as a headlamp. For parking the two lamps are switched into series winding, one with the other. They then get half the correct voltage, pass the half current, and so the output wattage is quartered—more or less".

He was now viewing the two lamps suspiciously. "This lamp is dimmer than that one". "Probably different makes of bulb" I suggested, "This dim one is made by J. Rookus Ltd. but I cannot see who made the other. They are both supposed to be the same wattage".

He wrote "DULL" in large letters in the appropriate place.

"You know", he said, "Your tail lights will not do when the new regulations are in force—the area of illumination is not sufficient".

This piece of news dismayed me somewhat, as I had just been feeling rather pleased at finding a pair to the original tail light and had only fitted it a few days ago. I asked him for details of the new regulations, hoping that I could alter the lamps without spoiling their character. All he could show me was a trade pamphlet. "All these lights here comply with the new regulations" he said, pointing to lights contoured to face the right way whatever the shape of the car's rear styling. "Look" I said, "I don't want to buy any of these lamps, can you just tell me what the lighting regulations are?"

"I'm sorry, I can't" he replied, "I only have this accessories list, you see this is a 'J. Rookus' testing bay".

In the next bay they jacked up the front end

SLOUGH VEHICLE TESTING CENTRE REPORT ON LIGHTING

VEHICLE	Make	LEGONDA
	Model	
	Year	1923
HEADLAMPS	Nearside	<input checked="" type="checkbox"/>
	Offside	<input checked="" type="checkbox"/>

SIDE LAMP
 AUXILIARY
 REAR LIGHT
 STOP LIGHT
 NUMBER PLATE
 ILLUMINATION
 REVERSING
 REFLECTOR

This is to certify that the brakes on the undermentioned vehicle were tested this day with a **FERODO** BRAKE TESTING METER.

Car *Legonda* Reg. No. *XN 4927*

Braking Efficiency PER CENT

	Before Adj.	After Adj.
Left Front		
Right Front		
Left Rear	300	
Right Rear	300	
Maximum	600	

OWNER
 REMARKS *Very Good*
 Date *18/7/55*

THE TEST PROVIDER
 E/755/A
 FORM NO. 5987

SLOUGH VEHICLE TESTING CENTRE
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THIS IS TO CERTIFY that the Brakes on the undermentioned vehicle were tested this day with a **FERODO** BRAKE TESTING METER.

Car *Legonda* Reg. No. *XN 4927*

Braking Efficiency PER CENT

	Before Adj.	After Adj.
Foot Brake	34	39.4
Hand Brake	20	67

Equivalent stopping distance from 20 m.p.h. on level road FEET

Milcometer reading *8169* miles

Remarks

Date *18/7/55* Signature *W. H. Prince*

A new certificate should be obtained

A selection of the
 Reports on the
 condition of
 Brakes, Lights,
 Steering, Tyres,
 and Accessories
 of the vehicle
 under test

and checked for steering play. They found a little in the king pins and marked my card accordingly.

Interesting Break-Test Gear

The next test—Braking, was very interesting. I had to drive the car up a ramp and on to four sets of rollers. Each wheel was then sitting in a cradle of two rollers and each of these cradles was driven independently by an electric motor and the torque indicated on a large dial reading in pounds.

With the engine switched off and the car in neutral the motors were started. We forgot about the front and concentrated on the rear wheels. The electric motors were started and the car wheels started going round. The gauges read zero. This only means that the brakes are not binding. "Footbrake!" yelled the man at the controls. I pushed as

hard as I dared and could feel one or both of the wheels slipping on the rollers. (You never know with transmission brakes.) Both gauges kept a steady 300 pounds and when it came to the handbrake the figure was the same: 300 lb. per wheel.

"What do you weigh?" demanded the man at a desk covered with charts and graphs. "Fourteen hundredweight". His pencil followed a curve across one of the sheets. The card was filled in and from it I learnt that I could pull up in 86 feet from 30 m.p.h. A nice little sub-note commented on the good condition of the brakes—for two wheel brakes.

Tyres and toe-in came next. I knew that the toe-in should be three sixteenths of an inch but a quick glance at the front of the

Continued on page 31

FROM THE NORTH

Notes from D. H. Coates

THE BREVITY of these remarks is mainly due to the writer having had very little time of late to notice anything beyond crops, etc. Certain items have filtered through however, and there is a project to mention.

A few members having expressed a desire to try and do down other members, a Rally is being considered. The start and finish will probably be at Richmond (Yorks.), the route will be on reasonably surfaced roads, food will be available at appropriate times; all that is needed is entries. The date unfortunately is not yet fixed, but further details will be divulged as they become available.

For any who wish to take part in a lengthy affair, the Sheffield and Hallamshire Club are running a National Rally on Saturday and Sunday, October 15-16th. The finish is at Sheffield, with choice of starting from London, Bristol, Manchester or Harrogate. Good roads are promised. Regulations may be obtained from the Nth. Hon. Sec.

Holidays have rather spoilt attendances at the Red Lion, but no doubt next month the holiday makers will be there to relate of their adventures (some of them). Reports are to hand of one Lagonda that has made a pretty exhaustive tour of the country, a by no means exhausting tour either one understands.

Hibbert recently braved the Googlies and the Zombies, and penetrated the East Riding. We have not heard if he managed to regain his base, Barker did likewise, in search of a bit, so that he could dice with the police out Preston way. No reports as to whether he was good enough for them or not.

Apropos the comparatively recent correspondence in *Motor Sport* about cars in books, and a letter from a Major in India saying he had seen the Saint's Hironnelle, in London in the mid '30s (in the guise of a Rapide in cream)—it's here. At least Charteris's car is (sorry, one should say the ex-Charteris car) in possession of Dr. Cree, who was misguided enough to assume that lorry drivers look where they are going. Anyway he is having it mended.

If the syntax is shaky, the writer apologises, but he is somewhat lightheaded after playing with a thing with 24 speeds forward, and all one does is to push a thing and it changes—so soothing after years of frustration at not being able to guarantee a clean change on a Z box. Don't the cogs look tatty after a quarter century of not just precise enough rev. gauging.

If the Editor has been kind enough to keep a bit of room so that this gets out before the A.G.M. will Northern members please note that that is the day when the Nth. Sec. is put on. If you don't like this one—or still more if you do, and want to give him a break—please go and propose another one. A full list of the snags of the appointment will be sent to anyone on application. Advantages are that one's morning mail is not all bills, and that one has no difficulty in getting one's copy accepted for print—a pity sometimes that the Editor is so easygoing.—(He's not really! Ed.)

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. $\frac{1}{8}$ panels, 12s. 6d. Small adverts. 2d. per word. 10% discount for four successive insertions. Enquiries to the Editor.

NORTHERN RALLY

was a select success

THIS ANNUAL EFFORT by Henry Coates was held at Bircotes Aerodrome just off the main Bawtry-Doncaster Road on Saturday, 25th June last. The rally point is indeed a pleasant spot and this combined with a warm summer afternoon and the notable efficiency of Henry and his band of willing helpers made your scribe wonder why we had only twelve entrants.

Light refreshments in the form of beer, tea and rolls were available on site—and very enjoyable, too.

Up from the South

Mike Wilby and Price in the latter's 3-litre journeyed up from the South—Mike's Rapier being off the road with *excess* oil pressure—an unknown fault with Lagondas!! The other Southern representative was Peter Bartleet, together with Pam and Simon (now one year old) in the Citroen.

The Old Tests Again

The tests, of familiar pattern, were amusing and simple until it came to one's own turn. It was then found that the car was too long, too wide or missing on one—it was amazing the excuses one heard!! Two attempts were allowed for each test.

Test 1 consisted of zig-zagging through a line of drums, swinging round at the top, zig-zagging back and stopping astride a line. Hobley achieved highest marks here, doing the run in 28 secs. in his TD. M.G. Speight was unlucky with his Rapier being penalised for drum-bashing after making fastest time in 26.5 secs.

In *Test 2*, "Scalded Cat" Bartleet, achieved 12.4 secs. with the Citroen, Price following close behind with 12.8 secs.

Test 3 (Tight Fit) consisted of accelerating the car through two posts set at what the driver imagined to be slightly more than the car's width. Bartleet managed to get through with four inches to spare but took rather

long to do it. Lake in his big 4½ drop-head and Price both managed five inches, the latter being quickest of the three. Cries of "Big Head" were heard when Price under-estimated on his second run and knocked both posts flying.

Test 4 ("Bushes") consisted of starting, stopping, hopping out of the car, running around the bushes and back to the car, finally accelerating over a finishing line. Bartleet and Hobley were very fast here.

Happy Ending

The final test, *No. 6*, caused much amusement amongst the spectators. Competitors were supposedly sitting at the breakfast table, with the wife reading the morning paper. On the word "Go" a competitor had to leap up from his chair, grab brief case, kiss his wife, put on hat (a battered topper), run through the door into the car, accelerate up the road, around and back, pulling up outside the office, enter, hang up hat and sit at desk (kissing the secretary (presumably business, not Club! Ed.) being optional).

Charming wives and secretaries were readily obtained from amongst the spectators but Bartleet was faithful to Pam. Some competitors, suddenly finding themselves married, became confused and were seen kissing the brief case and putting the newspaper on their heads—all great fun! Hobley and Price were fast here, and Page in the 2-litre could not get away from his wife quickly enough!

The Rally conveniently ended just before opening time and a bee-line was made for the Old Bell at Barnby Moor where results were announced within the hour.

A rather hectic Dinner Dance and Party then ensued until the early hours, most of the revellers appearing at breakfast wearing sunglasses and with a noticeable lack of conversation.

Results:

Premier Award	D. W. Price (3-litre)
1st-Class 1	C. R. Pape (2-litre)
1st-Class 2	G. D. Speight (Rapier)
2nd-Class 2	R. A. Lake (4½-litre D.H.C.)
1st-Class 3	J. Hobley (M.G.).

D.W.P.

[illegible]

I am sending you my 54/55 due poste haste, so *please* do not drop me from your mailing list. As you can see from the address change, I have recently moved to San Francisco, and it takes some time for mail to be forwarded from my old address on the East Coast.

I was very lucky in acquiring this car some three years ago with only 17,000 miles showing—the original paint (green of course) is still in quite good shape.

I have had a good bit of correspondence with Freeman Wright who has been a great help. I made a few of his modifications, including the copperized head, and the substitution of a pair of down-draught Caster Carbureters for the original S.U.s—they are ugly by comparison, but the car seems to perform much better so. . . .

since I got her and now wouldn't part with her for anything (I sold my XK120 to get her originally).

Only troubles so far were with the water pump—(now repaired), and with a crack in the aluminium near the gas tank fill on the right side.

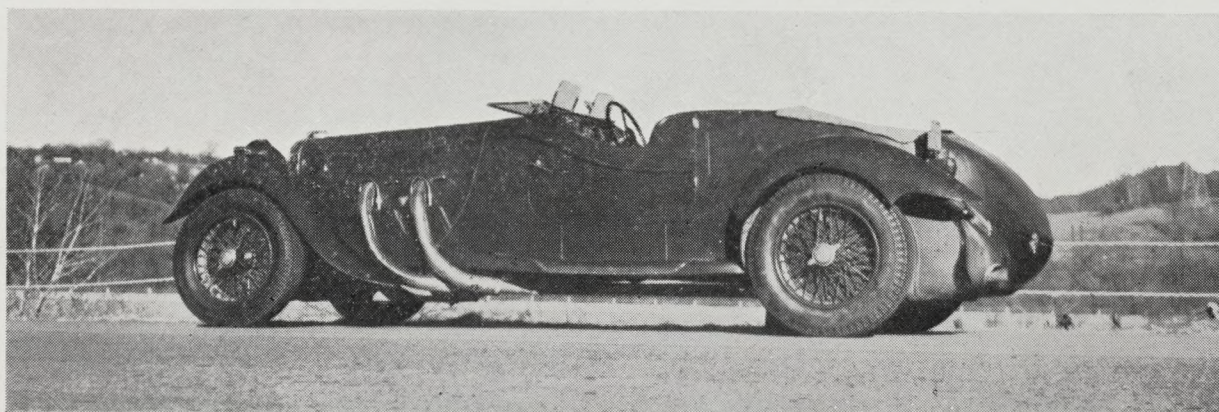
I enjoy THE LAGONDA immensely and am all in favour of the increased dues in order to keep up the good work. Any information on 4½ Rapides would be greatly appreciated.

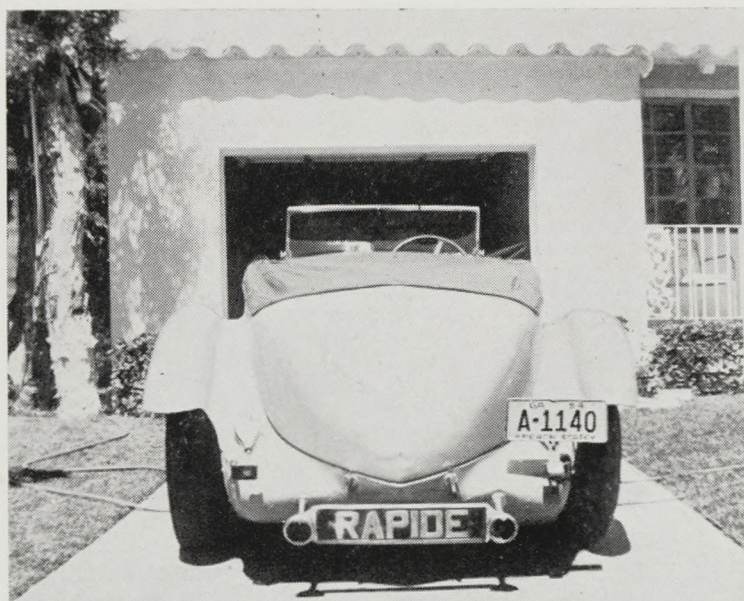
Is tire-scrub on the front wheels normal when these cars are cornered hard? I run the car in a sort of airport trial, and during a flying lap (4th fastest among about 10 XK 120s), I burned a large patch of paint clean off the right front fender—shock absorbers (dampers) seem stiff enough—so I figure this must be “normal”.

Must close now to get this mailed.

WM. B. FRANKLIN.

130 Kearny Street.
San Francisco, Calif., U.S.A.

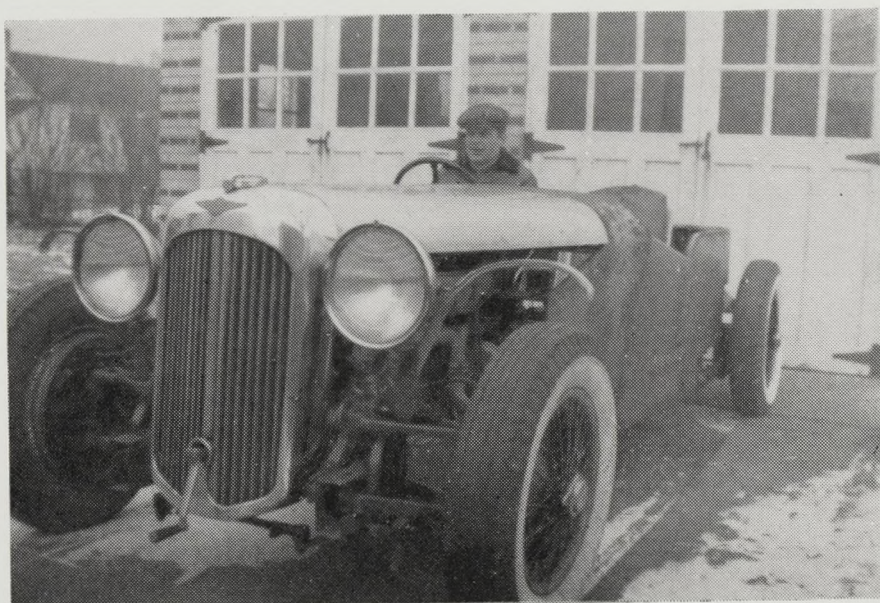


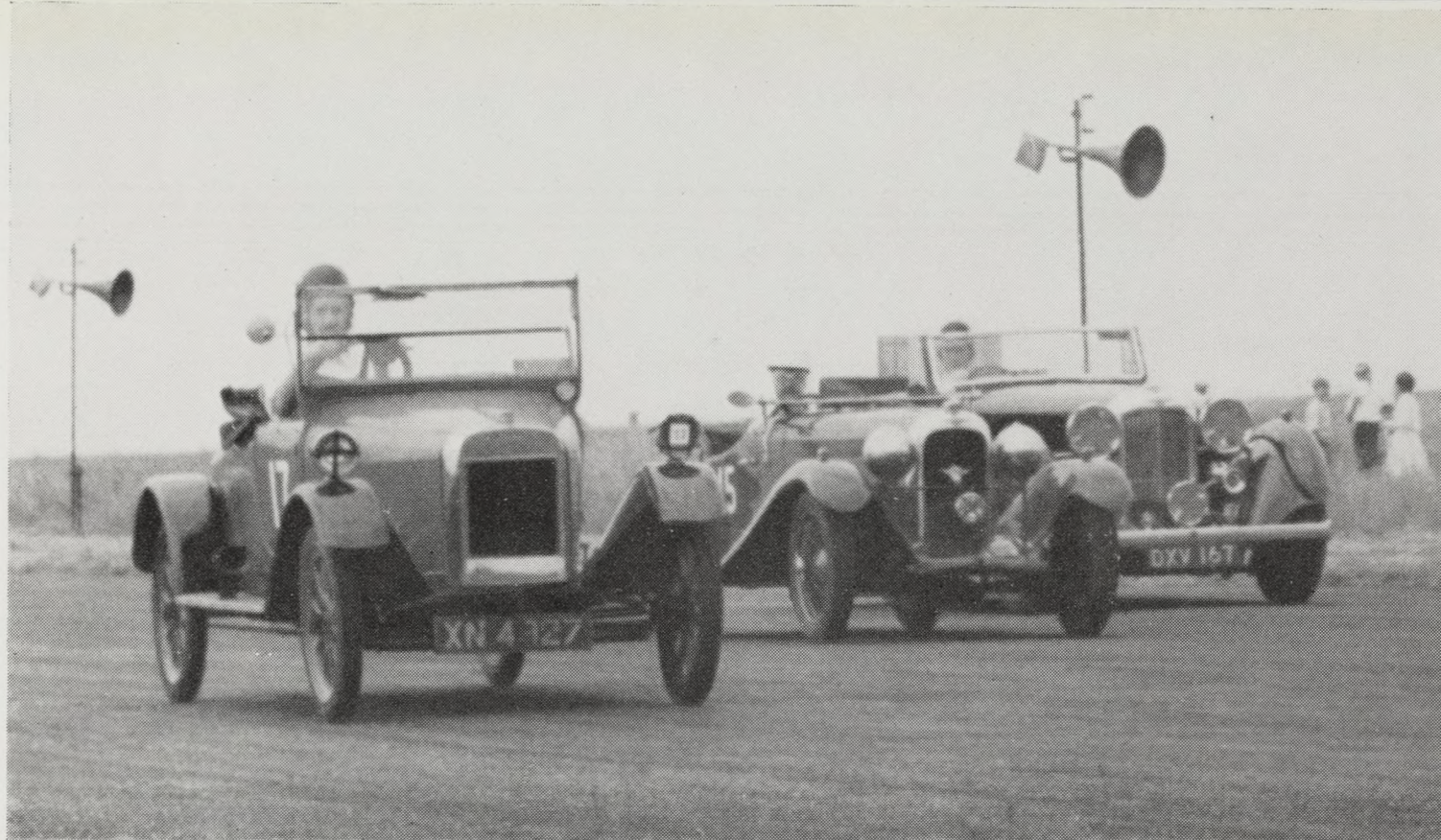


MINT CONDITION: New member F. H. STILLS of 9075 E. 7th Street, Fort Lauderdale, Florida, sends these photos of his Rapide which has cost many dollars to put it into the mint condition seen above.

V-12 RE-BUILD: The photograph of the V-12 (*below and right*) have been sent by member ALFONS WALTER from Long Island, New York. The body was, as he puts it, burned up, hence the rebuild at present in progress.

He invites comments from other members. No details of performance were given.





Audsley's 1923 11.9 leads Wilby's Rapier and Hare's 4½ in the Lagonda Race.

★

**SECOND
LAGONDA
RACE**

at

**BENTLEY
DRIVERS
SILVERSTONE**

30th JULY, 1955

again proves an
unqualified success

★

IT WAS JUST a year ago when, with some trepidation, the newly formed race sub-committee accepted an invitation from the Bentley Drivers Club to have a Lagonda only race at the 1954 Silverstone Meeting. The success of that meeting is now old history and brought about a Lagonda Race also the recent 8 Clubs Meeting.

Naturally, all the competitive minded members were keen to "have a go" once more at the "Bentley Silverstone" this year, this most pleasant of all the Club meetings and although the number of entries was well down on last year, it was still almost a third of the total entry, a fact of which the Club can be justly proud.

What a lovely July day it was; Silverstone bathed in Summer sunshine looked almost beautiful and the 15 Lagondas that arrived at the Meeting were practically in Concours condition. As a change from the "hour blind" the morning was occupied with sprints along a measured quarter mile and one or two titanic struggles were seen.

In the Class for 2, 3, 3½-litres and Rapiers, Doug. Price's 3-litre proved almost a match for the 3½-litre of Francis Smith, their times being 22.97 and 22.67 respectively. The Hon. Sec., by reason of some shattering gear

changes, recorded 24.39 to be third in the class followed by the identical Rapier of Dudley Cooke in 24.98. The 2-litres couldn't quite manage these figures but at least moved rather quicker than their owners imagined.

Battle of Team Cars

The Class for 2-litres(S), 4½-litres and post war cars saw the two team cars begin the battle that was to last all day, honours here going to Henry Mulholland in 18.01, the advantage of the pre-selector gear box on Bill Michael's car being off-set by the difficulty of getting the car on the move, result—18.45. Donald Overy found that trying a sprint in third gear didn't really work, but as he pointed out, it was better than reverse.

At this stage the women folk began taking a greater interest in the proceedings as the lunch interval was announced. Soon the Club created its own garden party with a large circle of members on the grass. Only James Crocker disturbed the peace by complaining of the lack of mustard in the ham sandwiches which necessitated repeated journeys to the refreshment bar. Great fascination was caused by Nancy Audsley cutting slices from a loaf of bread seemingly stuffed with a three course meal.

Pleasant Cavalcade

Soon the commencement of the racing brought everyone back to reality. On the warming up lap the Lagondas, keeping strict station, provided a pleasant cavalcade from Alan Audsley's 11.9 on limit to the two team cars on scratch, separated by 4.45 minutes. The gap in between being filled by 2-litres (S and U/S), 3-litre, 16/80, Rapier and 4½-litre of various shapes and sizes, open and closed.

Down went the flag for the first time and Alan trundled gently into the middle distance. After a suitable interval he arrived back at the start and was somewhat amazed to find all the field still there. Then, sometimes singly, sometimes in pairs, the rest of the entry was sent off, Doug. Price rapidly getting the upper hand of Crocker and Mike Wilby getting away from Cooke in a similar car. Then in a flurry of sound the scratch men were away

and the race was on.

Alan still sailed happily by on the 11.9, keeping well out of everyone's way but at the same time wasting not a moment. At the end of two laps it was Audsley, Gostling, Price, Wilby, Crocker, with White in an M.45 Saloon already pressing on with great speed. By now Deakin's blown 2-litre, and Cooke's Rapier, both rather sick, were at the back of the field. The rest were closing up nicely. Colin Lyne now pressed on even harder, and motored from crop to crop at Copse, much to the surprise of Ron Newman close behind. Harry Gostling frightened everyone at Woodcote by going deep into the undergrowth as a tyre burst and earned a dirty look from Wilby who was about to overtake him. Tortoise Taylor was heard to say, do you remember Belloc saying "You're bound to do some damage if you buy your tyres from Messrs. G-m-g-". Very bright these ex-Editor types.

Back Markers Start Gobbling

Lap 4: and the excitement grew as the back markers began the gobbling up process, but it was still Audsley leading, then Price and White, followed by Bill Michael and Henry Mulholland in close company but some way back. They flew down towards Woodcote on the last lap and the team cars overtook the

Ron Newman, seen here at Southern Rally, broke his throttle linkage on last lap.



gallant 11.9 which had just been passed by Price and as they swept into the corner, Bill edged by the 3-litre, which Henry also passed as they accelerated down the straight. So they finished—Michael, Mulholland and Price. White, not to be outdone, passed the 11.9 on the line to take 4th place.

Ron Newman, who drives faster and faster at every meeting, had the bad luck to break the throttle linkage on the last lap and so dropped from a good position, and small boys in particular, noted Donald Overy's much improved handling of the "Scarlet Woman" by asking for his autograph.

Thank you competitors for giving the Club a fine race that earned compliments on all sides.

Team Cars get 2nd & 3rd places

But wait, the day was not complete, as the final race, a 10 lap All comers had a fine field with Michael and Mulholland on scratch—at a Bentley Meeting too. What a race it

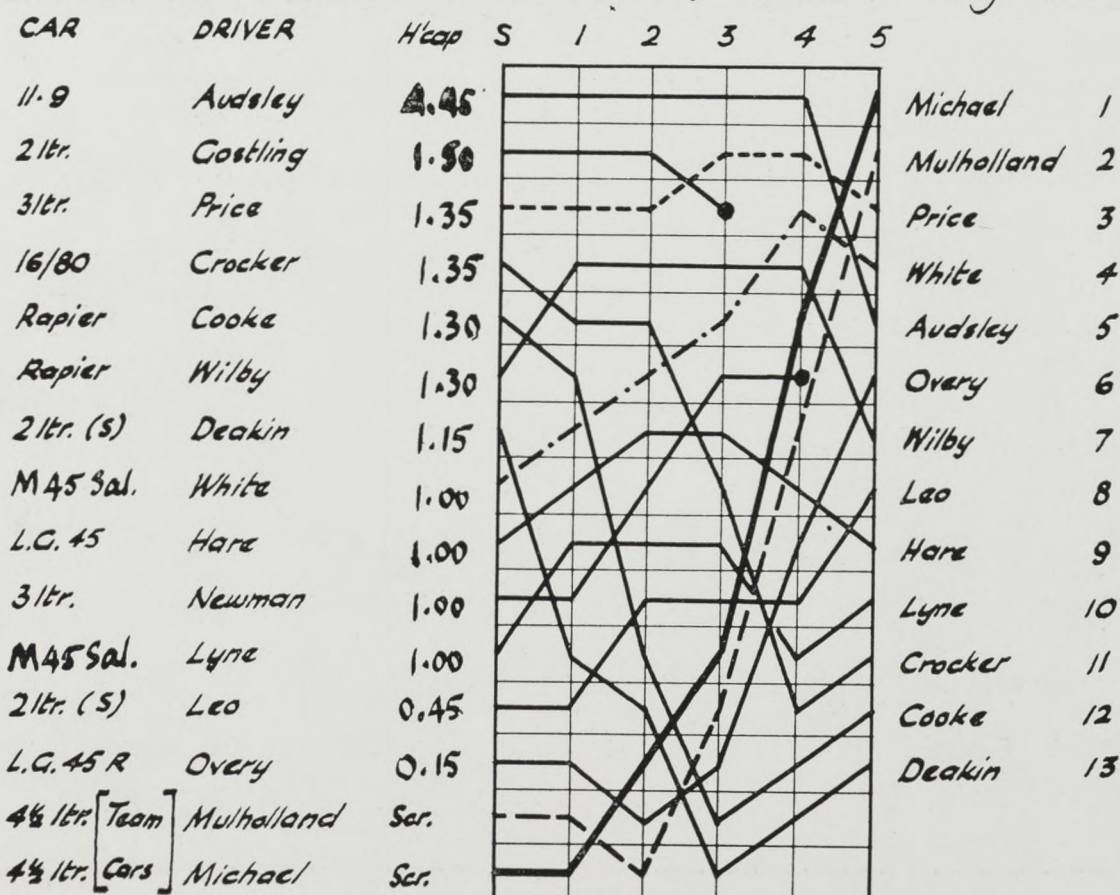
was, hard at it the whole time with the shortened, lowered car of Bill Michael a few lengths ahead of its standard companion, the two Lagondas strove to make up the handicap. Lap after lap they swept through Woodcote, Bill in the middle of the road, Henry kicking up the dust at the road edge.

Although Jean Bloxham in a DB II was way out in front, the rest of the field was being accounted for one by one. Henry with weakening brakes had dropped back a little on the last lap, but the Aston Martin way out in front and an Alfa Romeo were the only cars ahead. On the run down the straight the bright blue Lagonda swept past into second place and then out of the final corner, Henry rushed hard on the heels of the Alfa, a slight pause, then he passed into third place.

Well done indeed, a fine end to a magnificent day. All that remained was to talk it over in our pleasant new find, "the Horse and Jockey" at Aylesbury.

As a tailpiece, in the gathering dusk Mulholland's Lagonda towed away a 4½-litre Bentley!

LAP POSITION CHART ~ by Tortoise Taylor



FASTEST LAPS AT 8 CLUBS MEETING, 4.6.1955
AND

BENTLEY DRIVERS CLUB MEETING, 30.7.1955

Compiled by MIKE WILBY

					8 Clubs	B.D.C.
MICHAEL ...	...	...	...	LG 45 R	1.29.2	1.23.8
MULHOLLAND ...	...	...	...	LG 45 R	N/S	1.25
OVERY ...	...	...	...	LG 45 R	1.32.4	1.30.6
LEO ...	...	...	...	2-litre(S)	*2.07.2	1.38.6
LYNE ...	...	...	...	M45 Saloon	1.41.4	1.39.2
NEWMAN ...	...	...	...	3-litre	1.44.8	1.38.2
HARE ...	...	...	...	LG 45 Coupe	1.44.8	1.41
WHITE ...	...	...	...	M45 Saloon	—	1.38
DEAKIN ...	...	...	...	2-litre(S)	—	*1.57.6
WILBY ...	...	...	...	Rapier	*1.50.4	1.45.2
COOKE ...	...	...	...	Rapier	1.48.4	*1.51.6
CROCKER ...	...	...	...	16/80	1.47	*1.54.6
PRICE ...	...	...	...	3-litre	1.48.8	1.44.2
GOSTLING ...	...	...	...	2-litre	*1.56.6	1.49.2
AUDSLEY ...	...	...	...	11.9	—	2.21.2
LANE ...	...	...	...	Rapier Coupe	1.58	—
BARTLEET ...	...	...	...	2-litre	2.01.4	N/S
KEARSEY ...	...	...	...	2-litre	*2.11.4	N/S
PAINES ...	...	...	...	16/80	1.47.4	—
PAGE ...	...	...	...	2-litre(S)	1.38.2	—
HILL-SMITH ...	...	...	...	M45	1.36.2	—

* Driver or car not on best behaviour.

THE IDEAL LADIES CAR

was a description of the 11.1 h.p. Lagonda of the Post Great War Era.

If you have one, or a 2-litre, 16/80, 3-Litre, Rapier, 4½, or a "David Brown", I can offer to Club Members advantageous rates if their record on the road is as blameless as that of their car.

Some slight difficulty however, may be experienced in the case of Circa 1904 Tri-car !

ANTONY HYDE-EAST

INSURANCE BROKER

8b, WOOD STREET, KINGSTON-UPON-THAMES, SURREY.

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NO EXISTING BUSINESS CONNECTION ELSEWHERE.

COMPETITION NOTES BY DR. REXFORD-WELCH

It is hoped that it will be possible (if our rubicund Editor allows this space) to give a comprehensive survey of the achievements of most of the individuals who have represented the Club, over the last year, in this column of the Xmas issue. The data will, in the main, be drawn from the post cards received by the Competition Secretary staking claims in the Club's "Points System" (THE LAGONDA No. 17 page 22). Also it is hoped to include some tables showing individual lap times on the Silverstone Club Circuit for both this and last year—an interesting comparison where driver and car are still common factors.

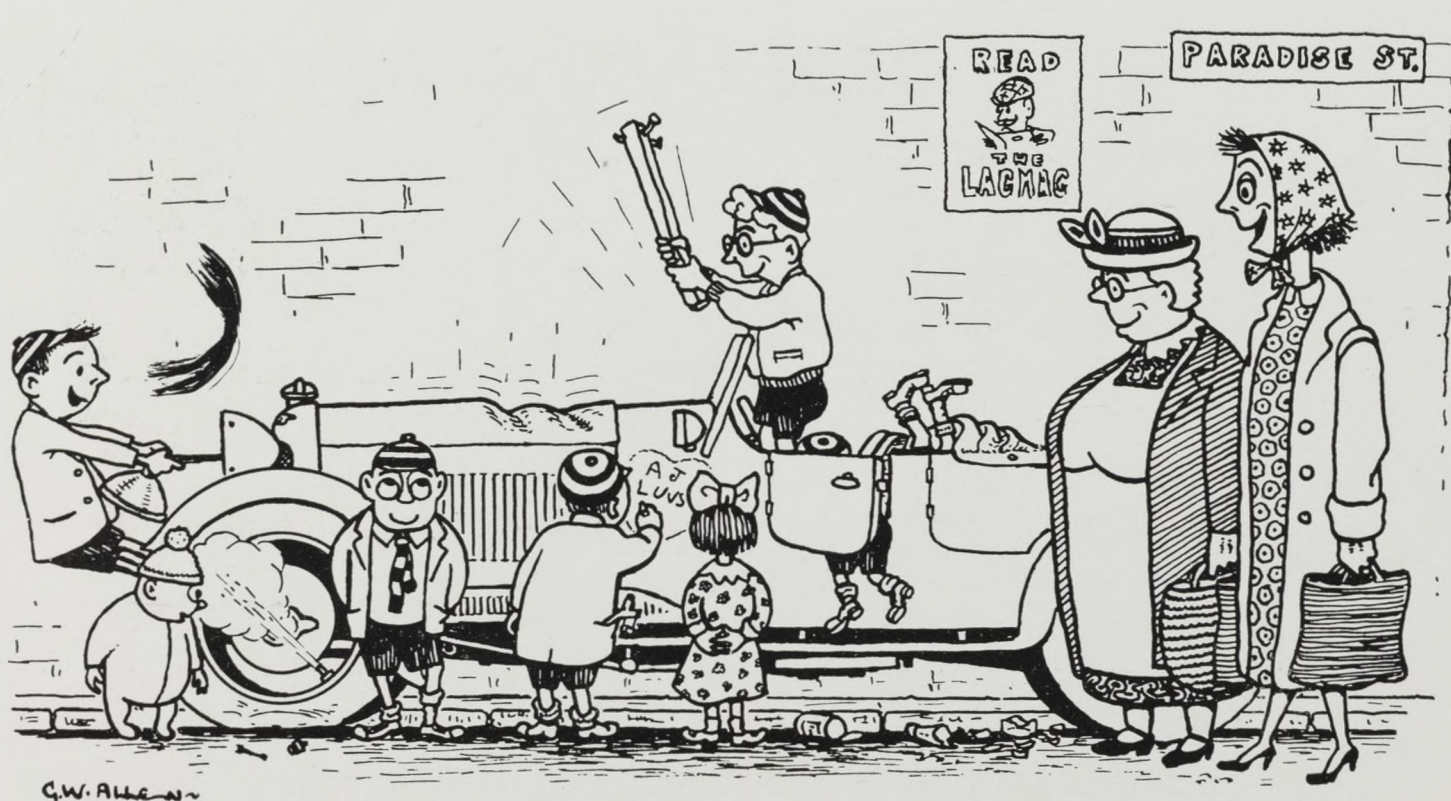
NOVEMBER HANDICAP—

SATURDAY, 12th NOVEMBER, 1955

The special attention of all members is drawn to the "November Handicap" promoted by this Club. Though the competition calendar is full, some say over full, there are very few events which are designed, from the

word go, for the vintage and post-vintage thoroughbred car; this being particularly true since the demise of that excellent event, the Bentley Eastbourne Rally. This year a very special effort is being made to make our Handicap especially suitable for vintage cars—roads will be well surfaced throughout and the tests designed for our breed. Again the area chosen, the Oxford–Chilter, is situated well within reach of the largest possible concentration of members, thereby ensuring minimum wastage of petrol to and from the event—a practical point.

Perhaps there are members who are diffident about entering, not having done this sort of gymnastic before and thinking that it is only for super men or potential Monte Carlo types—this is wrong. Everyone has to start sometime. If you have any doubts on the advisability of entering why not ask one of the Committee at the A.G.M.—they are usually to be tracked down at the bar or



"Lovely to see the kids playing so nice, ain't it ducks?"

some other serious rallying point and if suitably approached with a small liquid offering are quite human and well informed on this subject.

COMPETITION—EARLY DAYS

Most members will have seen the announcement relating to Alan Audsley our "*Archivist*" (THE LAGONDA, No. 17, page 3) and the laudable aim to gather information on which a Club History can be based. It should not be forgotten that competition is one of the most

fruitful sources of information when delving in the past and that any member can profitably note down any Lagonda competition success when reading old motoring books or magazines—also keep a reference of the Book—Magazine, page—volume, etc. No point is sufficiently unimportant not to be noted, particularly pre-1914, for much confusion exists and checking in this period is most difficult and time consuming.

C.R.-W.

COMPETITORS DINNER

14th OCTOBER

On Friday, 14th October at 7.30 p.m. the club is holding its first "Competitors' Dinner" at the R.A.F. Reserves Club, 14 South Street, Mayfair, London, W.1.

Those eligible to attend will be members of the Lagonda Club who have taken part in any competitions during the last twelve months, and those who have organised, marshalled or assisted in the running of Lagonda Club events during the same period.

George Monkhouse, the well known author, photographer, and president of the Mercedes Benz Club, will give a short talk.

A small subsidy from club funds has been voted towards this dinner in recognition of the work done by those who have helped to run our events, and this will enable the cost to those attending to be kept down to ten shillings.

Tickets may be obtained at 10/- each from C. S. Elphinstone, "The Lodge", Woodcock Hill, Berkhamstead, Herts. Accommodation is limited.

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The new Polly-min developing tank is adjustable for sizes 120, 127 or 35 mm. (20 expos.) A transparent spiral enables 'second exposure' in colour films to be made without removing film. Tank holds only 10½ oz. developer.

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HYGEIA and YOU

Over the last few years Veteran and Vintage cars have often been in the public eye, the Anglo-American Rally for example, and all clubs have gained in prestige both with the public and with such official bodies as the Police and local councils. Furthermore, comparison between a reliable and well kept pre-1930 or P.V.T. car and a modern has shown up the new fangled and expensive moderns in a most unfavourable light and the owners of the older cars have much to congratulate themselves on both, financially and ocularly!!

Unfortunate Trend

It has been noticed however, that a small but unfortunately growing number of vintage owners are tending to keep their vehicles in a disreputable condition—possibly labouring under the delusion that a vintage car looks more “sporty” when mud covered and generally tatty. This trend is unfortunate, as it clearly leads down the slippery path of bad maintenance with such results as unreliability, poor handling and finally “A dangerous vehicle on the public highway”. Vintage, and for that matter Veteran, cars have for several years enjoyed a good insurance record; in fact, from a position where they were once looked on as a bad bet and a loaded premium was the rule with other nasty little provisos, they have attained a status of being a good risk amongst the more enlightened brokers. However, it would not take a lot of accidents to alter this favourable position and then the MANY would suffer for the FEW—the few could easily come from our small nidus of bad owners.

Few Backsliders in Club

Fortunately these remarks are only applicable to a very few in our Club, but it is hoped that these backsliders will mend their wicked ways. Water, paint and grease cost little and their application demands little skill; furthermore, a car which has been habitually well maintained will always demand a higher price if the need to sell arises—*Sic vos non vobis.*

SANITAS.

VINTAGE CAR AT SLOUGH (contd.)

car led me to believe them nearer a whole inch. What should I say they should be? split the difference and say about half an inch? He beat me to it—"What should the toe-in be?"

"Three sixteenths " I replied honestly.

Optical trammels such as I would dearly like to have at home were brought into play and recorded the very figure of three sixteenths. I tried to appear unmoved.

"The tyres are good" he observed after feeling them all round. "What will you do when they wear out? I don't expect you can get that type now".

"One of your competitors still makes them for us", I replied apologetically.

Mobile Test

The last test called for a bit of action: It was the braking test done on the move with a Tapley meter. Off we shot with the tester sitting beside me and the meter sitting on the floor of the car. We pulled up twice from a speed of twenty miles per hour, once on the footbrake and once on the handbrake. The handbrake recorded a braking efficiency of 20% and the footbrake 34%. The former was capable of producing two black lines in the road and the latter only one as, being a transmission brake, once the prop shaft locked on one of the rear wheels maintained its grip while the differential spun the other wheel backwards.

As we returned to the starting point the tester passed some very true remarks about two-wheel braking as opposed to four. I had to defend the car and before we parted I explained that only 40% of the car's weight bears on the rear wheels, and less than this when braking. This did not alter the braking figures, but at least it showed that the brakes were all pulling their weight.

Soliloquy

As I drove away I realised that if any Act puts this car and others like it off the public highway it could only justifiably be done on account of the comparison with powerful modern brakes. Their power alone introduces the greatest hazard to the "Two-wheel-braker" just behind.

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FOR SALE

L.G.45. First registered 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.

1934 Freestone & Webb M/45 D/Hd. Coupé. 2 new tyres. New hood. Recent overhaul.—£185. Terms considered. FLAxman 6104 after 7 p.m. Dearle, S/Barge "James Piper", Cheyne Walk Moorings, Chelsea, S.W.

WANTED

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

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

COMING EVENTS

Sunday, 25th September: Annual General Meeting and Concours d'Elegance. Brimpton Grange

Wheatley, on A40 between High Wycombe and Oxford (9 miles)

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

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. Annual General Meeting.

Thursday, 20th October: London Pub Meet. Coach & Horses, Avery Row, W.1.

Saturday, 12th November: Lagonda November Handicap.

Sunday, 13th November: V.C.C. Brighton Run Pub Meet.

Red Lion, Handcross, Sussex. Get there early (before 11 a.m.) to see the Veterans drive past.

Thursday, 17th November: London Pub Meet.

Friday, 2nd December: Lagonda Club CHRISTMAS PARTY.

Film Show and Prizegiving.

7.15 p.m. for 7.30 p.m. Bonnington Hotel, Southampton Row, W.C.1.

Tickets, 8/6 single, 15/- double, including Buffet Meal.

Thursday, 15th December: London Pub Meet. Coach & Horses, Avery Row, W.1.

THE LAGONDA

NAME

The Club shall be called "The Lagonda Club."

OBJECTS

To maintain the traditions of the marque Lagonda and to engage in or promote any motoring activity by which the members of the Club may benefit.

In particular to provide facilities for:

- (a) Meetings of members for competitive and social purposes.
- (b) Exchange of technical knowledge and experience relating to Lagonda cars.
- (c) Maintaining a register of Lagonda spares.

OFFICERS

The Officers shall consist of a Chairman, Vice-Chairman, Hon.-Secretary, Hon.-Treasurer, Northern Secretary, Midland Secretary, Editor, Spares and Technical Adviser and Competitions Secretary. The Officers shall retire each year but shall be eligible for re-election.

MANAGEMENT

The Club shall be governed by an Executive Committee which shall consist of the Officers and such additional members as the Executive Committee shall in its discretion co-opt. Three Members personally present shall form a quorum. The Chairman of the Club and the Honorary Secretary shall be Chairman and Secretary respectively of the Executive Committee. Minutes shall be kept of meetings of the Executive Committee. The Executive Committee shall have the right to appoint sub-Committees.

MEMBERSHIP

The following persons may become members:

1. All owners of Lagondas.
2. Non-owners of Lagonda cars, who, in the opinion of the Executive Committee, will uphold the traditions of the marque Lagonda.
3. Honorary members as may be appointed by the Executive Committee.

CLUB ♦ RULES & REGULATIONS

Application for membership shall be submitted to the Executive Committee for approval. The Executive Committee may in their absolute discretion and without assigning any reason therefore accept or reject any application.

ENTRANCE FEE AND SUBSCRIPTION

- (a) The entrance fee shall be 10s. (ten shillings).
- (b) The annual subscription shall be 25s. (twenty five shillings) and shall be due on the 1st October in each year. The annual subscription may be varied by Ordinary Resolution at the Annual General Meeting.

FINANCE

- (a) All funds of the club shall be dealt with through a Banking Account in the name of "The Lagonda Club".
- (b) All monies due to the club shall be paid to the Honorary Treasurer. Cheques drawn on the Banking Account of the club shall be signed on behalf of the club by the Chairman or Vice-Chairman and the Treasurer. No payment over £5 shall be made out of the club banking account unless it has been passed for payment at a meeting of the Executive Committee.
- (c) The accounts presented at the Annual General Meeting shall be audited by an independent Auditor.

ANNUAL GENERAL MEETING

The Executive Committee shall call an Annual General Meeting in each calendar year, of which members shall receive proper notice. The following general business shall be transacted at the Annual General Meeting.

- 1. To receive and confirm the Minutes of the previous Annual General Meeting and to consider matters arising therefrom.
- 2. To receive a report and statement of the accounts from the Executive Committee.

- 3. To elect officers for the ensuing year.
- 4. To fix the amount of the annual subscription for the ensuing year.

SPECIAL GENERAL MEETINGS

The Executive Committee shall summon a special general meeting of the club by giving 21 (twenty one) days notice to all members within 30 (thirty) days of the receipt of a request in writing signed by not less than 20 (twenty) members of the club, and specifying the purpose for which the special general meeting is called.

MISCONDUCT OF MEMBERS

The Executive Committee shall have the power to reprimand, suspend or expel any member whose conduct shall, in its opinion, be contrary to the interests of the Club or who shall fail to pay his club subscriptions within such time as the Executive shall direct.

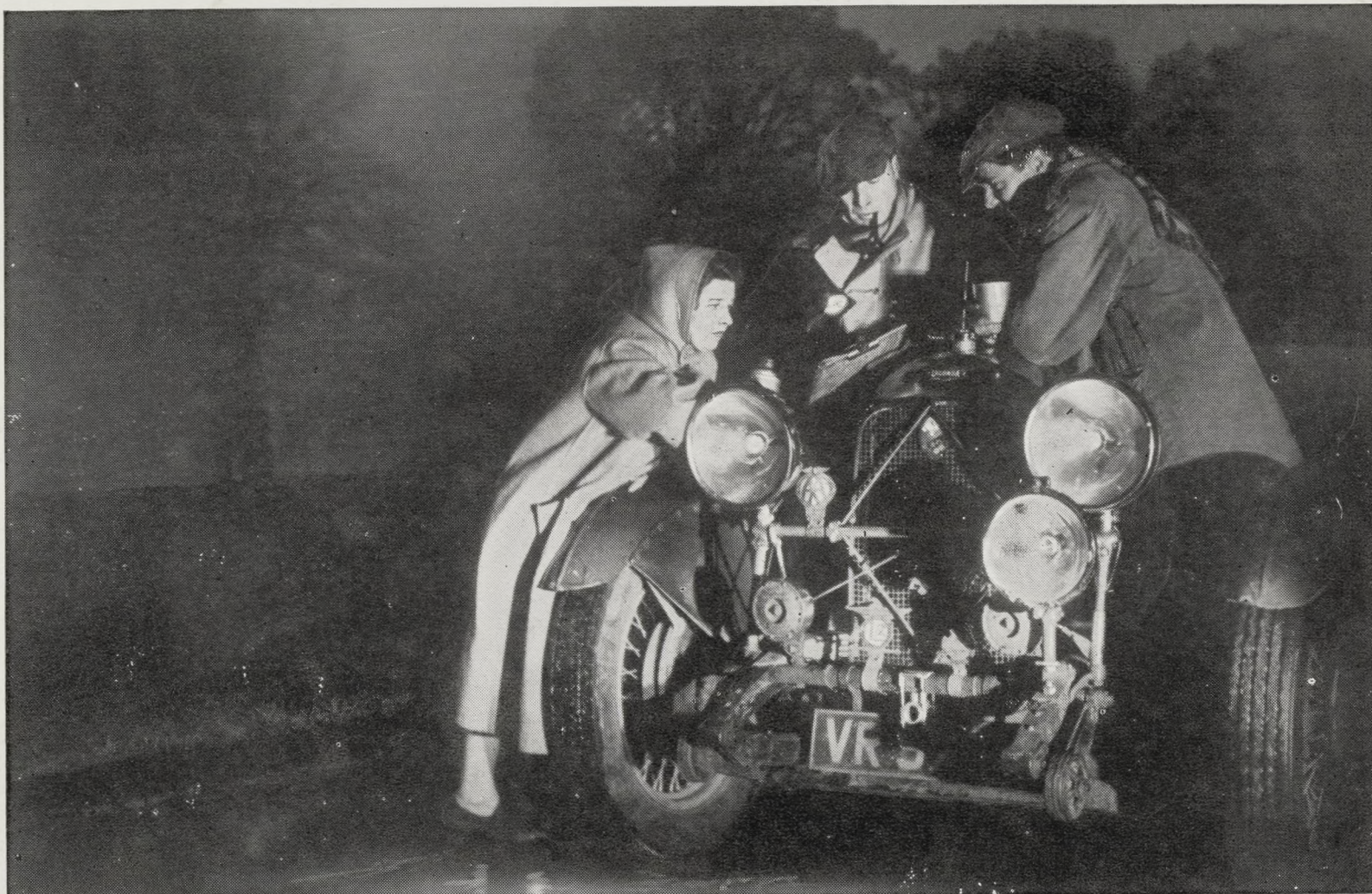
LIABILITY

The Club does not hold itself liable for any property lost or damaged or any injury sustained by members as a result of activities promoted by the club.

AMENDMENT OF RULES

No alterations or additions to these rules shall be made except by the decision of an Annual General Meeting. The following conditions shall also be complied with before an alteration or addition of the rules can become effective:

- 1. A member proposing the alteration or addition to the rules shall give notice to the Executive Committee in writing specifying the proposed alteration or addition to the rules, and the notice must be received in time for the notice of the proposed alteration or addition to the rules to be incorporated in the notice of the meeting sent to the members of the club.
 - 2. The alteration or addition to the rules must be passed by a majority of two-thirds of the members.
-



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