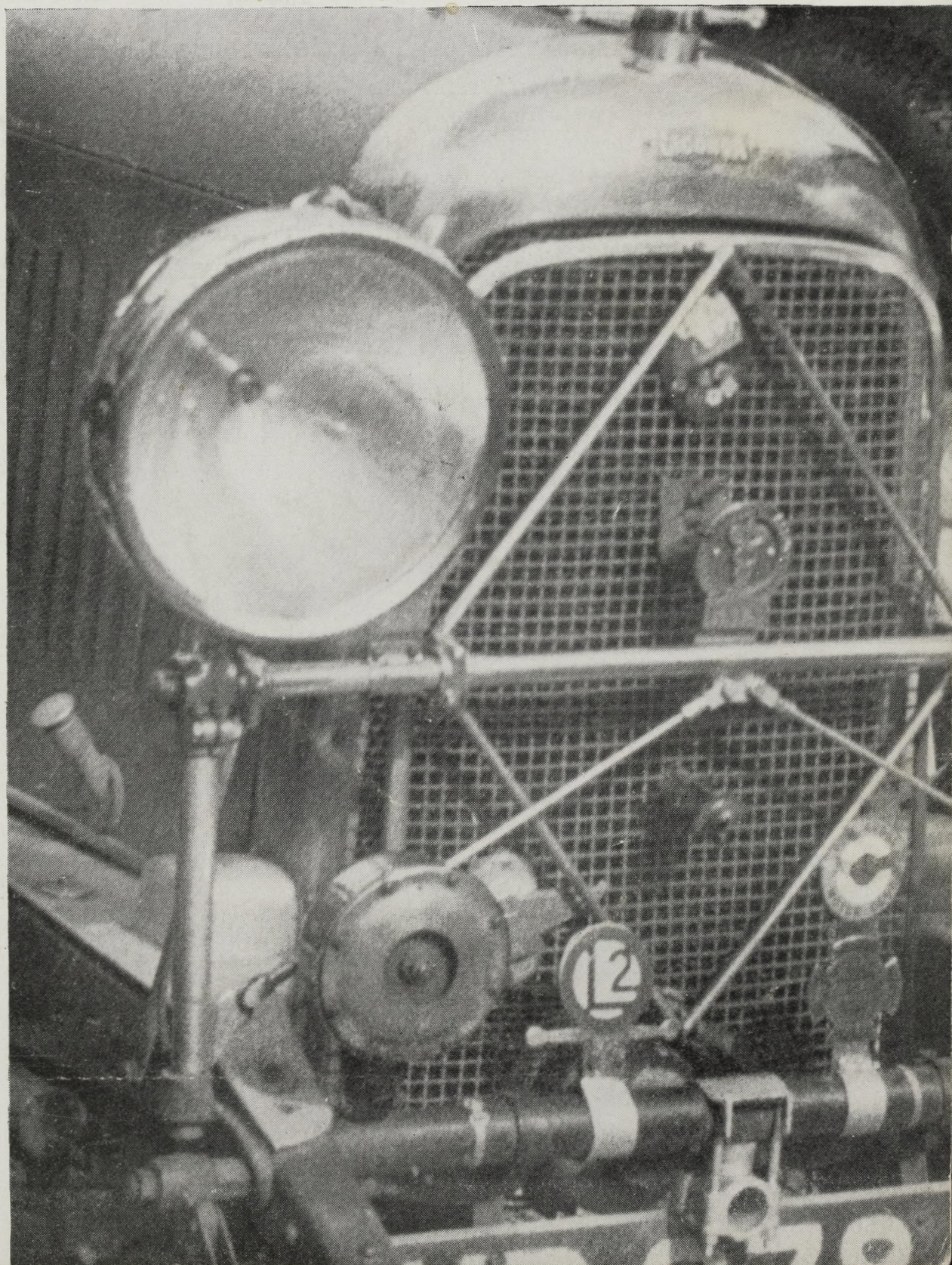


No. 19

# The Lagonda

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WINTER 1955-6



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# 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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All General Correspondence to be addressed to the Secretariate:—  
THE LAGONDA CLUB, 1st FLOOR, 9, SOUTHAMPTON PLACE, LONDON, W.C.1.

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# The Lagonda

## *The Quarterly Magazine of the Lagonda Club*

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

Editor : Francis Winkworth, 'Tio Pepe', Kingston Bridge Steps, Kingston-upon-Thames, Surrey

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### OUR COVER PICTURE

In the late twenties and early thirties the diamond design of the stoneguard spelt "Lagonda" just as surely as the radiator badge. This excellent photograph by Dr. Rexford-Welch of his 3-litre at the 1954 Anglo-U.S. Goodwood captures the visual magic of the *marque* in its vintage hey-day. This is the first of a series of "front-end" portraits by Dr. Rexford-Welch.

### THE SECRETARIATE

AS HE ANNOUNCED in the last issue, Mike Wilby has now definitely given up office as Hon. Secretary. This is a great loss for the Club but fortunately Mike will not be wholly lost to us as he is to act as Member's Liaison. The continued reluctance of any member to come forward and take over the Hon. Secretaryship indicates that, with a membership of nearly seven hundred and new members coming along all the time, the volume of secretarial work involved is more than may normally be expected of any Honorary officer. Accordingly, as a result of much spadework and organisation on the part of Charles Elphinstone, arrangements have been made for outside professional assistance to ensure that the routine secretarial work will continue efficiently. Miss K. Povey, who runs a Secretarial Agency in Bloomsbury and who did good work for the old 2-litre Register, has been appointed paid *Secretary to the Committee* and her office will serve as the official address of the Club Secretariate and as Clearing House for general correspondence. The Hon. Secretaryship is still vacant—qualified members please note!

Wilby is most anxious that members will break themselves of the habit of writing to him direct and they are asked to co-operate by addressing all general correspondence to THE LAGONDA CLUB, FIRST FLOOR, 9, SOUTHAMPTON PLACE, LONDON, W.C.1.



# THE EDITOR

## Reports

AS THE VILLAIN of the accounts piece—being responsible for spending more of the Club's money than anyone else, and also responsible for big changes in the presentation of the magazine, the Editor feels some report is due to members about this feature of the Club. Because "it is not customary" for such a report to be presented at the Annual General Meeting a short account of his Stewardship is now presented.

At the time of the 1954 A.G.M. only the second number of the "new style" magazine had appeared and some members were doubtful whether the standard could be maintained. It is hoped that the five succeeding issues have not only dispelled those doubts, but also attracted some attention as showing progressive improvement. As to future issues, members may continue to expect "the mixture as before" inasmuch as main articles have been scheduled and invited from members as far ahead as the Autumn issue of 1956. This does *not* mean that contributions from members generally are not wanted—far from it! Both articles and photographs are always urgently needed. In particular, short accounts about member's activities, their cars, or any incident Lagondic are more than welcome for "gossip" paragraphs and we are constantly being asked to print more articles of the "How-to-do-it-Yourself" type—(so when you *have* done it yourself, please let us all know how!)

### Special Tributes

The Editor particularly wishes to acknowledge outstanding instances of assistance and co-operation from people to whom he and the Club are especially indebted.

FIRST—Dr. Rexford-Welch whose photographic and literary help has been outstanding. At one time an attempt was made to give credit lines beneath photographs, but the constant repetition of the name Rexford Welch made a desirable practice inexpedient. And what a standby he has proved with his pen, covering our sporting events in his racy style and *always* sending in his copy on time, even when only a matter of hours was available before closing for press.

SECOND tribute must be paid to our printers, Messrs. Macaire, Mould & Co., Ltd., of Crouch Hill,

N.4. The Principals, the Composing-room and the Machine-shop have all co-operated with the greatest cordiality to give us a superbly-printed magazine, often in very rushed conditions. The Editor is sincerely grateful for their help, the measure of which only he can assess but the results of which are plain for all to see.

THIRDLY, special recognition for the brilliant drawings of Geoffrey Allen, who, despite special difficulties, has often worked long into the early hours to get his cartoons and illustrations through by the promised time—never once has he failed! The Editor regards our cartoon features as the equal of any published in any professional periodical.

FINALLY, a tribute to Marjorie Bussey, wife of "3-litre George", who responded to the classified advertisement in issue No 12 for a volunteer shorthand-typist, and who has since done yeo(wo)-man service, often at such short notice that great personal sacrifice must have been involved.

### Outstanding Contributions

Generally speaking, a high standard has been achieved by our contributors and to single out any by name for individual praise would normally be unfair. However, it is felt that no one could object to the special mention of L. S. Michael whose masterly History of the 4½-litre Lagonda, and comparisons of Big Sports Saloons of the Thirties, evoked general admiration as did the unique article by Alan Audsley on the Development of the Lagonda Light Car.

### Editorial Policy

Despite the smartening-up and attempts to look a "professional job", THE LAGONDA still remains a magazine written by members for members—and *about members*. This latter point is an important feature of the Editorial policy which is to try and make all members, particularly those distant ones who can rarely, if ever, attend a club function, feel they belong to a living organisation, and that although they may have never met, they know fellow members almost as though they had. Only by achieving this sense of unity can the Club thrive and grow and a high turnover of membership be prevented. The past year has proved this. Not only is membership higher but "disappearances" have been fewer and the rate of growth has been greater than ever before. Pub meets are a crowded success, competition entries flourish as never before and the AGM saw the biggest collection of Lagondas ever known. By all means let the Hon. Sec. and the Hon. Competitions Sec., deservedly throw out their chests—fine hardworking fellows they are—but the Editor suggests (and not timidly either) that the policy and manner of presenting the Club's activities in the magazine may well have been an important influencing and contributing factor to the present satisfactory state of affairs.

F. W.

\* \* \*





*This exciting night photograph (reproduced by courtesy of Press Association/ Reuter) shows the-QUEEN and the DUKE of EDINBURGH driving into Buckingham Palace after their journey from Sandringham on 30th November last. Though there was no trace of fog when they left, the Royal couple ran into a belt of thick fog on the final stages of their journey to London.*

## *The Royal Lagonda*

### **WILL SOON BE CARRYING THE CLUB BADGE**

PROMPTED by the appearance of the above photograph in many of the National daily papers on 1st December, our Chairman wrote to the Duke and invited him to accept Honorary Membership of the Club.

In a letter of reply the Treasurer to H.R.H. Lieut.-General Sir Frederick Browning, K.C.V.O., K.B.E., C.B., D.S.O., stated "I am desired by His Royal Highness to say that he

would be very pleased to be an Honorary Member and would be delighted to accept a Club Badge."

Members will be very conscious of this great honour and privilege afforded the Club, and will be delighted to welcome the Duke to their ranks. Some are hopeful that the Duke may, on some future occasion, attend a Club event.



## BADGE ICONOCLASTS ROUTED BY DIE-HARDS

On a show of hands at the A.G.M. thirty-seven "die-hard sentimentalists" were enough to defeat the Committee's recommendation to proceed with the design and production of a more pleasing Club badge. Less than thirty members voted for a change—even more abstaining. This is a most unfortunate decision when regarded in the broad aspect of the ultimate survival of the Club. Although strong and healthy at present there can be no future for the Club unless the post-War Lagondas come along to replace the inevitable mortality of the pre-War cars. The restyled DB 3-litres are now very handsome cars by modern standards and it is unthinkable that their present or future owners would be willing to mar them by displaying that aesthetic abortion which is the present Club badge. Second thoughts are needed by the antagonists who represent a minority opinion in the Club; a second attempt—better planned and organised—is required by the protagonists.

\* \* \*

## THE PHOTO ALBUM

The appearance of an article in this issue gives opportunity to raise the question of availability of the photo album for members generally. In issue No. 13, (Summer 1954) James Gilbey wrote asking if the album could be loaned to members to browse over at home. So far, his letter and suggestions have not received the courtesy of a reply or comment. At the A.G.M. Ivan Forshaw stated he didn't think "the Custodian would part with the album". Why not? If "*Operation Scrapbook*" is an official Club activity the album should be freely available to club members at all times except for such short periods as are required for the insertion of additional photos. It is not enough that the album should be available only in discomfort on a rear tonneau cover or car boot at such open-air meetings as the Custodian may attend.

At present, strangers who ask for the loan of prints for projected books on vintage cars have better facilities afforded them than our own members whose hard cash in the form of subs has made the whole thing possible. This is wrong.

\* \* \*

## ANY OLD IRON?

Here's the Lagonda variation of the old chestnut about the wife who gave the rag-and-bone man her husband's new dress suit for a plant. Scates, who advertised 2-litre parts for sale in a recent magazine, arrived home one day to find that his Mother had given away as old iron, the front and back axles. A hasty tour of the local scrap metal merchants was proving despairingly hopeless when the parts were located at the very last address on the list . . . and only recovered by paying the full scrap price!!!

## TAIL WAGS DOG

How often has it happened that a Club committee centred in London has given country members the impression that they are not considered as they should be with the result that schismatic splinters has formed and resulted in regional organisations often at war with the original body. Mindful of this and in an effort to foster interest in distant parts of the country, attempts have recently been made to organise local meetings of the club in the West Country, Manchester and Scotland as well as to revive interest in the Midlands. But all unavailingly. Thus although many of the Club's activities are staged in London and the South the finger of criticism cannot be pointed at the Committee as being unconcerned with the plight and inconvenience of more distant country members.

\* \* \*

## NEW LAGONDA SHOWROOMS

With a flourish of trumpets and attendance of many exalted Nobility and Gentry, including our Chairman who represented the Club (he *does* work hard for us!) the new showrooms for the David Brown organisation were recently opened at 96 Piccadilly and most disappointing they are! This is no criticism of our good friend James Stirling who is Resident-Director-in-Charge . . . he is lumbered with a salesroom conceived in the dullest mediocrity and with lighting arrangements touching lowest depths of unimaginative. Surely potential buyers of one of the world's finest luxury cars who are accustomed to the magic presentations of Dior and Hartnell will not be impressed with a style of *decor* more in keeping with the Tricar era! (We appreciate that sometimes the fine new DB tractors will be displayed but even they deserve a more glamorous setting!)

\* \* \*

## DIGBY'S NEW VENTURE

The buzz of "refined" conversation of the smart Chelsea set drinking in the street outside Bill Noble's fashionable "King's Head and Eight Bells" was shattered one Sunday morning by the arrival of Digby in his emaciated Lotus. After disentangling himself from his ironmongery and girl-friend, Digby told us he was about to join up with a friend to start a racing and sports car tuning establishment at Castle Coombe. We hope he will prosper to the extent of always being able always to wear a fancy waistcoat in an administrative capacity.

\* \* \*

## RECOVERING

Those who have made it a policy to do business with him will be pleased to learn that advertiser Harry Batston is recovering satisfactorily from two serious operations.



## GENERAL POST IN TRINIDAD

F. R. Benson in Trinidad has sold his 16/80 and bought a new M.G. Magnette. Rodeeming feature of this regrettable change is that his old Lagonda has been purchased by C. C. R. McCartney, a keen type, who is converted from pre-War M.G. Magnettes.

\* \* \*

## ANOTHER "IDEAL LADY"

*(See Allen cartoon last issue)*

Freda Roberts, after waiting to see what the Motor Show had to offer, has now taken delivery of an 11.9 Lagonda Light Car. This, car first registered in 1922, has been sharing a stable with Nancy Audsley's "Titus" for the past year. Before that it had camels and elephants as companions in the animal isolation hospital at the London Zoo! With her experience of Don's high-chassis 2-litre, the passing of her Driving Test on Peter Sargent's 16/80 and now chasing over the Berkshire countryside doing shopping and taking Junior to school in the 11.9, Freda will soon be ousting Don as the Logonda expert in the family.

## PRICES NEAR THE EQUATOR

Unfortunately this is not a paragraph on the rising cost of living . . it is a sad note for the Club announcing that Doug and Dinkie Price are leaving the Saddler's Arms at New Yatt near Witney for torrid Nigeria where Doug has signed up for a fifteen months stint as District Inspector of Police. As an active competitor at Silverstone and our Northern and Southern Rallies, a ready and willing Marshall at events in which he was not driving and as a regular attender at Committee meetings and London pub meets despite his long journey from the other side of Oxford, Doug has really done great work and for all this alone he will be missed. As landlord of the "country pub with Lagondas at the bottom of the garden" (so Doc. Young idyllically described it!) Doug was joined with wife Dinkie and how welcome they made Club members and vintage entry. . . no other rendezvous can quite replace it . . . no other gatherings will be quite so atomic (Rexford-Welch's description)!! In wishing them good luck we want them to know they will be greatly missed and we sincerely hope it is really "Au revoir" and not "good bye".

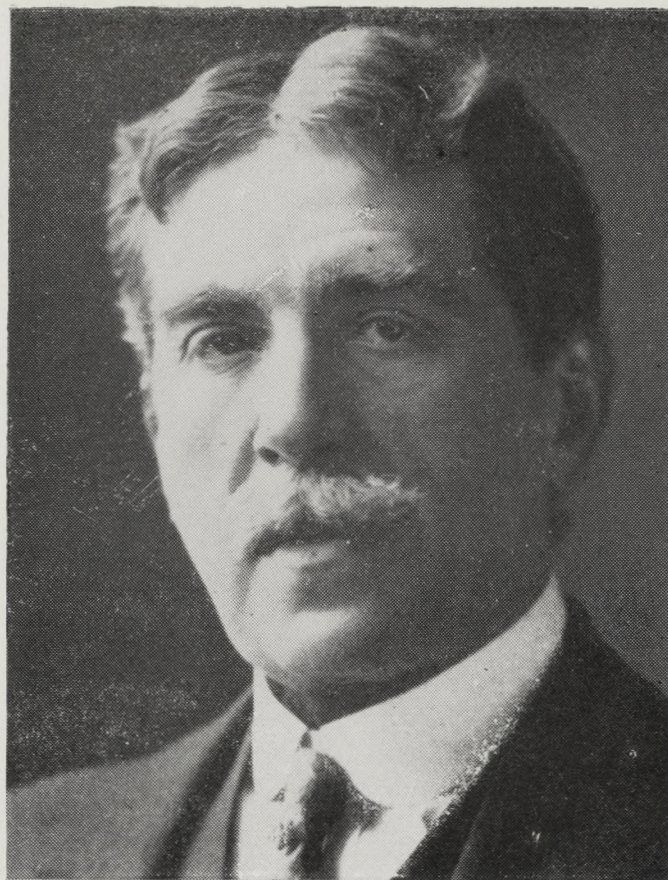


*"Then she held up the ring and told me to choose between her and my beastly old Lagonda so I was able to buy a new set of tyres after all".*



*The Late*  
*Mr. Wilbur Gunn*  
*as I knew him*

**G. H. Hammond  
goes back 54 years  
to recall his working days  
and give a pen portrait  
of the operatic tenor who became  
an automobile pioneer**



Studio portrait of Wilbur Gunn, the American who, in 1900, when a professional singer in a touring opera company, made and raced a steam launch to win a bet and thus found the factory at Staines from which motor vehicles bearing the name Lagonda were to emerge until 1947 when output was taken over by David Brown at Feltham.

As a mechanically minded boy of between 13½ and 14 years of age (1902-3), my first experience of Mr. Gunn was when I worked for a Staines Cycle Maker who made up the cycle part of the earlier Lagonda Motor Cycles. In my boyish mind I soon learned that W.G. knew what he was talking about.

He also was quick to know who was interested in motors. He and my first employer (the cycle maker) used to talk mechanics and I must say I learned a lot.

It was my cycle experience that helped me to obtain employment with Lagonda in about 1904 as shop boy, and as such it was part of my duties to wait on W.G.

Whether it was on the bench or machine, W.G. could turn his hand to any branch of the trade. He was not working in the shop all the time, naturally, because there was plenty for him to do on the business side, but definitely he was a better engineer than a business man, although he was no duffer at that.

As I grew up with the firm I was called on to assist W.G. in the shop and was the trusted help for the odd mechanical jobs that occur

in a private dwelling (his house adjoined the works), and so came in contact with Mrs. Gunn. I had the confidence of the lady when later I used to drive her in the Tricar and the later cars. She was of the Edwardian type of Gentry. I do not know of her earlier womanhood except that she was a widow when she married W.G. Her pet hobby was dogs, and her speciality was bulldogs. She had only the ladies' interest in motors as befitted the ladies of that day.

W.G. although an American was very



British in outlook and speech and had a first class knowledge of all things English, e.g., politics, history, etc. He was a good man to work for, but would have no nonsense and had not time for make believe. He could pick out a tradesman as soon as he started at the bench or machine and he was reasonable in his strictness for discipline.

As his products proved, he was very far-sighted in design for road vehicles.

It was small wonder that in the latter part of the 14-18 war he suffered poor health. He had a very hard time during the earlier motor cycle, tricar, and car years. It was a very seasonable trade, for one thing, and of course, there was a great deal of educating the public to mechanical transport, but it was amazing how he used to carry on. It was one of his weaknesses that he hated to have to put any of his employees off work.

It was a great feat of his to turn the works from car manufacture to war work. in the 14-18 war. He was in and out of the shops at all hours, hardly resting. At night he was

with us most of the time with advice, etc., and very concerned with the fact that he had to call on a few of us leading hands, who were working offtimes 36 hours at a stretch. The same thing happened when reconstruction took place after the war. although a very sick man, he put everything he could into the business of getting the works running again.

Except for his singing I do not know of any other hobbies or sports, so far as I can see looking back over the years he seemed to put everything into the business of making first class motor vehicles, and he was so sure of the success of a new model that I cannot call to mind any new one that was completed to have a test run before starting out on a tour or competition run—it was always suit cases in and away, and in the case of a new model it was always a distant journey to show it off to someone. I had the pleasure of going with W.G. on all new model runs and quite a number of competition runs and under these circumstances it was a very enlightening experience.



*The Author, Mr. G. H. Hammond (right) with the Editor at the A.G.M. last September.*

## IN THE NEXT ISSUE

\*

### Recollections of the 1910 ST. PETERSBURG RELIABILITY TRIAL

by G. H. HAMMOND

(The Trial lasted 16 days and the Lagonda driven by Wilbur Gunn, who had Mr. Hammond as his mechanic was the only car to win a Gold Medal and to finish without damage to springs.)

\* \* \*

### CARE AND MAINTENANCE OF THE 2-LITRE LAGONDA

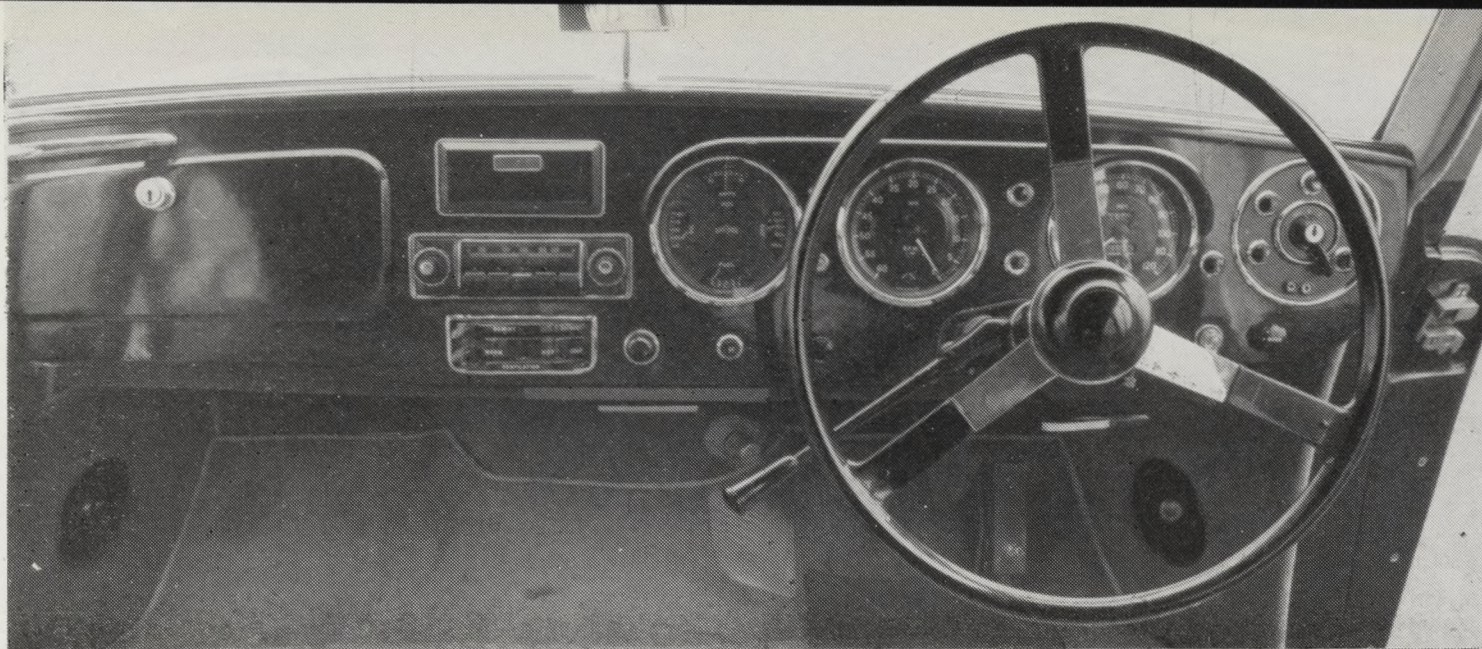
(Reprinted from *The Autocar*, June and July 1929)

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### THE DEVELOPMENT OF THE LAGONDA LIGHT CAR, Part 2

Alan Audsley concludes his authoritative analysis.





*Dashboard of current 3-litre Lagonda showing optional column gear change.*

## CANDID IMPRESSIONS OF THE 1956 DB 3-LITRE LAGONDA

given by **BOB FREEMAN-WRIGHT** in an interview with the Editor

*Ed.:* With your background of driving in the Belgian twenty-four hour races, the nine-hours Goodwood and quite a lot of Silverstones and Firls, to say nothing of many other rallies and events, coupled with your intimate experience of Rolls and Bentley through personal ownership, I imagine there can be few men better qualified to exercise the critical faculty and report upon the new David Brown 3-litre Lagonda than yourself, and I would like to start by asking if you can sum up the car generally in a few words?

*F-W.:* Thanks for the personal build-up but please spare my blushes and the ribald laughter of my friends. In any case, whoever heard of anyone in my line being candid! To sum up the car it is a very delectable and outstanding vehicle if you can afford it.

*Ed.:* There has been a tendency among "know-alls" to run down the D.B. Lagondas and disparage their performances. Would you say there were any grounds for this attitude?

*F-W.:* As Professor Joad used to say, what do you mean by "know-alls"? You don't see at the moment very many of the new D.B. Lagondas about although I was surprised

when I had details from the works of the number of post-war Lagondas produced. I can only assume that a lot of them have been exported. I think the 1955 Lagonda is a different car from the first post-war vehicles and I am told is going to be even better. Certainly my brief experience of it provides no grounds for disparagement.

*Ed.:* These unjustified criticisms have probably arisen because there have not been any road tests of the D.B. Lagondas published by the usual motoring correspondents or the motor journals. From your limited experience of its performance would you say that the D.B. organisation had little or nothing to fear at the hands of the testers and critics?

*F-W.:* The D.B. Aston Martin has been extensively tested by the motoring journals and has acquitted itself extremely well in competition motoring this year.

I do not know why the Lagonda has not been road-tested but it may be with limited space available the D.B. organisation were only able to have road tests published of the Aston Martin. From my experience of the car the D.B. organisation has nothing to fear from publishing a road test and in comparison



with other high speed vehicles of this class. If I may say so the name "Lagonda", combined with the David Brown organisation, should be a sufficient guarantee of this statement. (*Fanfare of trumpets off-stage.*)

*Ed.:* Compared with contemporary Rolls Royce and Bentley models how would you rate the 3-litre D.B. Lagonda which is the only luxury car with all-round independent suspension and which the makers describe as of advanced design as a result of racing experience . . . and as one of the world's finest motor cars?

*F-W.:* Well it is certainly better than my 1927 Rolls Royce! Seriously it is an extremely good motor car but it is somewhat difficult to compare it with my 1952 4½-litre Bentley. The Bentley costs more, has an extra 1½-litre capacity and no doubt sacrifices some performance in the interests of almost complete silence of operation. The fairer comparison would be between a 1955 Lagonda and a 1955 Series "S" Bentley, bearing in mind the price differential of £1,042 10s. Certainly the Lagonda has the edge on my Bentley in acceleration and maximum performance but on a long run I do not think I should be many minutes later in arriving than an owner of a 1955 Lagonda. I have not attempted a technical comparison because, as you know, this is not my line, but certainly the Lagonda is a very up-to-date motor car with many fine points.

*Ed.:* Has the 3-litre a feel of quality and performance or is one sacrificed for the other or is neither achieved?

*F-W.:* Sorting out the various alternatives implied in your question, I think that in the new Lagonda you have both quality and performance and both are achieved.

*Ed.:* What would you say was the most outstanding feature or characteristic of the present-day 3-litre?

*F-W.:* That's an easy one. The stability on cornering at high speed due presumably to its all round independent suspension.

*Ed.:* The 2.6-litres of recent years were not notable for their looks—would you agree that the new body-styling of the 3-litre Lagonda makes it a very handsome car by modern automobile standards?

*F-W.:* There is a certain American flavour about the last part of your question. I like the body style of the new Lagonda because it has simple lines and has an air of refinement which, unfortunately, is not characteristic of some of the present British cars.

*Ed.:* Much is made of the fact that the chassis is of "genuine cruciform" construction—is this reflected to any noticeable extent in the feel of the car?

*F-W.:* If this means what I think it does I can only say that the road holding, cornering and suspension of the new Lagonda are first class.

*Ed.:* If you had to assess and award marks for each feature of the car, for example, general performance, acceleration and so on, what percentage would you award?

*F-W.:* I think it would be unfair to the car if I gave my "snap" views on this. I can say that its overall performance is good with a maximum in excess of 100 miles an hour on the speedometer. Acceleration was very brisk—as those who attend our Christmas party will see on a film record we have made. Road holding, cornering and suspension I have dealt with and the steering is light and positive. The driving position is adjustable and very comfortable and I had no complaints from my passengers at any speed. The interior and finish are extremely good. Under pressure the engine is slightly obtrusive but may be I am getting fussy in my old age and had an attack of Bentley-itis. I don't like the steering column gear change but I understand that the Vintage method of selecting a ratio will be available in the future.

*Ed.:* Finally, is there anything we haven't touched upon about which you would like to comment?

*F-W.:* Heaven forbid—isn't it time we had a glass of beer! One thing, I would like to record my personal thanks to the David Brown organisation for entrusting the car to my tender care.

*Bob Freeman Wright was answering these questions in the light of his experience of trying out a current 3-litre Lagonda Saloon which was put at his disposal by the David Brown organisation during the week-end of the Annual General Meeting.*



# correspondence

## PARADE BEFORE 1956 LE MANS

30th Oct. '55.

Dear Sir,

While reading through some French Magazines (Motoring ones of course) I came across an article about a parade of cars which have taken part in one or other of the 24-hour races at Le Mans. It is to take place before the 1956 race begins, and the organizers are hoping for a good entry, especially of the older cars.

Now if in fact this parade does come about, it should be of great interest to us in the Lagonda Club as I believe that Lagondas ran at Le Mans on six occasions before the war. The first time was in 1928 when a team of high chassis 2-litres ran, and they were there the next year with the prototype low chassis model. There was then a break until 1934 when Lord de Clifford entered a Rapier, which had rather less success than the  $4\frac{1}{2}$  litre which won the 1935 race. The cars prepared for 1936 could not run as there was no race that year owing to strikes, and the 1937  $4\frac{1}{2}$  litre was a non-finisher. There were no Lagonda entries for 1938 but 1939 saw the V12's well up in the results. As far as I know there was a total of eleven 'Le Mans' Lagondas plus two or perhaps three practice or reserve cars, but how many of them are still in existence? I only know of three in G.B.:—the 1929 2 litre, one of the 1935-6 cylinder  $4\frac{1}{2}$  litre's, and one 1939 V12  $4\frac{1}{2}$  litre! In America there is another '35 car.

I feel that a real effort should be made to try to find these lost cars, and to get as many as is possible to this Le Mans Parade.

Yours, etc.,

RICHARD PAINES.

"Harewood"  
23 Eastbury Road,  
Northwood,  
Middlesex.

## ONE LETTER FROM SEVERAL

Dear Mr. Winkworth,

I couldn't agree more with what you write concerning the present badge—which is why I stick to my old Car Club one.

Best wishes,

J. M. ZIAR.

Trevidien,  
Penzance.

## WHAT PRICE COMMITTEE WORK?

Dear Sir,

At the AGM the Chairman put forward a recommendation from the Committee that the Club's Badge should be modernised. This was apparently a unanimous recommendation and it must be supposed that the Committee had given a great deal of time and thought to considering the matter. Yet, to my amazement, a few members who apparently liked the sound of their own voices were only too ready to howl down and reduce to nought the considered opinion and voluntary work of a dozen or so responsible officials. Many a less-patient and smaller minded Committee would have resigned and let the opposition take over office—and the work!!!

I did not vote at the meeting as I am what I ask you to allow me to sign myself.

Yours faithfully,

N.O.M.

(It is certainly galling that people who cannot take the trouble to write their opinions, as invited in the penultimate issue of *The Lagonda*, should suddenly find them worthy of vocal and spontaneous expression. When it is recalled that one member admitted deficiencies in the present Badge but wanted the design kept and only the shape altered (a course that would involve the Club in mould costs of at least £20) the quality of the opposition may be assessed as ill-formed and negligible. In any case there is nothing to stop those who like it continuing to use the present badge on their cars, but like Sunday Observance bigots they seek to impose their views on all who disagree with them.—Ed.)

## LETTER FROM AMERICA

30th November, 1955

Dear Wink,

URGENT! Please try and get the enclosed advert in the next copy of *THE LAGONDA*.

This does NOT mean that I am buying a monster from Detroit!

Merry Xmas to all,

Yours,

MICHAEL BOSWORTH.

Apt. 6a,  
28 East 73 Street,  
New York 21.



From Ex-Hon. Sec. M. WILBY

5th December, 1955.

Dear Francis,

With the coming into force of the new secretarial arrangements a lot of the work done by the Hon. Treasurer will be off loaded.

I do not think the Club as a whole realise the vast amount of work that has been done by Charles Elphinstone in the past and I was wondering if it would not be possible to write a few words about him in the next magazine. It is through his skill and guile over the last five years or more that the Club has built up to its present satisfactory financial position. A fine competition driver, he has in the last few years had little time to devote to this side of the Club. Perhaps now that he has shed some of the more routine jobs we shall see him active once more.

With regards,

MIKE.

**Editor's Note—Hear! Hear! Every word endorsed except two—"off-loaded" (horrible!!) And the quickest, easiest action I can take is to print Mike's letter. For "Thank you" and pat on the back for Mike Wilby please turn to page 1 of issue No. 15 where "obituary" appears.**

Despite healthy position referred to above, we can't afford to print it all again!

Dear Sir,

Unless

You have paid your subscription you will not receive the next issue of the Lagonda.

**BILL BIGEND says**



"Well, you never know Guv, one day you might 'ave enough lolly for one of them 'Zephyrs'!"

## NORTHERN NOTES

*from D. H. Coates*

Several members met for lunch at Bakewell in December. Some discussion took place on what might take place this year, and one conclusion was that it would be a good idea to have another Sunday lunch meet. For January then, it is the Parkway Hotel, Leeds, on January 22nd.

Alvis ask us to occasional gatherings, the most recent being at Colton, near Tadcaster, a meeting to be repeated shortly. Some of our members attended, but it is understood that the map-reading of one crew was somewhat inaccurate.

The Red Lion meeting was well attended in October and November. Most people had more intimate employment on December 27th but a few partook of a very pleasant meal there. It is not a large hotel, and only a limited number of meals can be provided, but the manageress will be very glad to feed any party who makes prior arrangement, if there is room. Ring up Holme-on-Spalding-Moor 220. From our investigations in December, we would say that one may expect a nice meal.

Another conclusion reached at Bakewell, was that Leeds is more central than Cheshire—that had always been evident, in a purely geographical sense, but it seemed that more members lived West of the Pennines, so we have always held our party at Knutsford. However the Mancunians were present at Bakewell, and approve Leeds as a venue for the next party, so Leeds it is to be. Also to avoid snow it is to be later in the year.

A good show of Lagondas at the start of



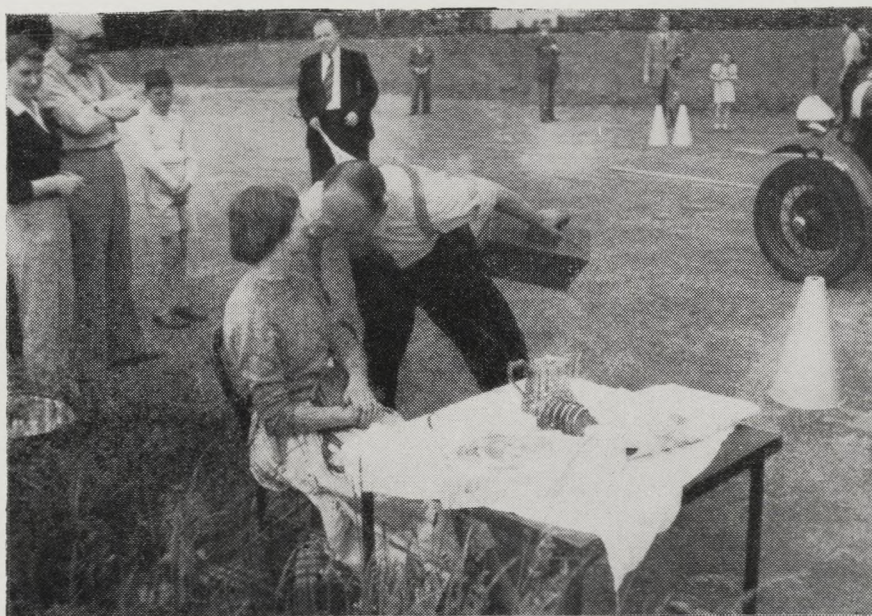
NORTHERN NOTES Cont.

V.S.C.C. Measham. Four entrants, and a 16-80 marshalling—it's owner at least—Young of Birmingham. The course proved a bit unkind to ponderous machinery, and reports are that Rider perforated his sump, Woolard found some corners a bit tight, Bartleet whispered "mag. drive" at the early morning coffee break, and Coates lost his instruments, driving mirror, a good deal of water, rather more oil, all his electricity, his way a time or two, and burst his exhaust and a sidescreen. The main components however retained their status quo (status go?) so the Lagonda must be a pretty good bit of machinery. A special is indicated for next year—plenty of power, plenty of ground

clearance, plenty of lock, nothing protruding beyond the wheels, and a nice warm cabin for the navigator.

Matrimony is in the wind—doesn't that sound daft? It's often put that way, in the social columns, and as this is a comment that several members are arranging to get married, it probably qualifies as a social column. Anyway, one would think that wind, from whatever source or quarter, would be rather tiresome or embarrassing in marriage. Still we wish them every happiness, and only murmur a wistful prayer that they may occasionally be permitted to come out and talk cars.

A happy and prosperous 1956 to all paid up members.



FLASHBACK TO THE NORTHERN RALLY  
*Hibbert, with someone else's wife, in Test No. 6.*

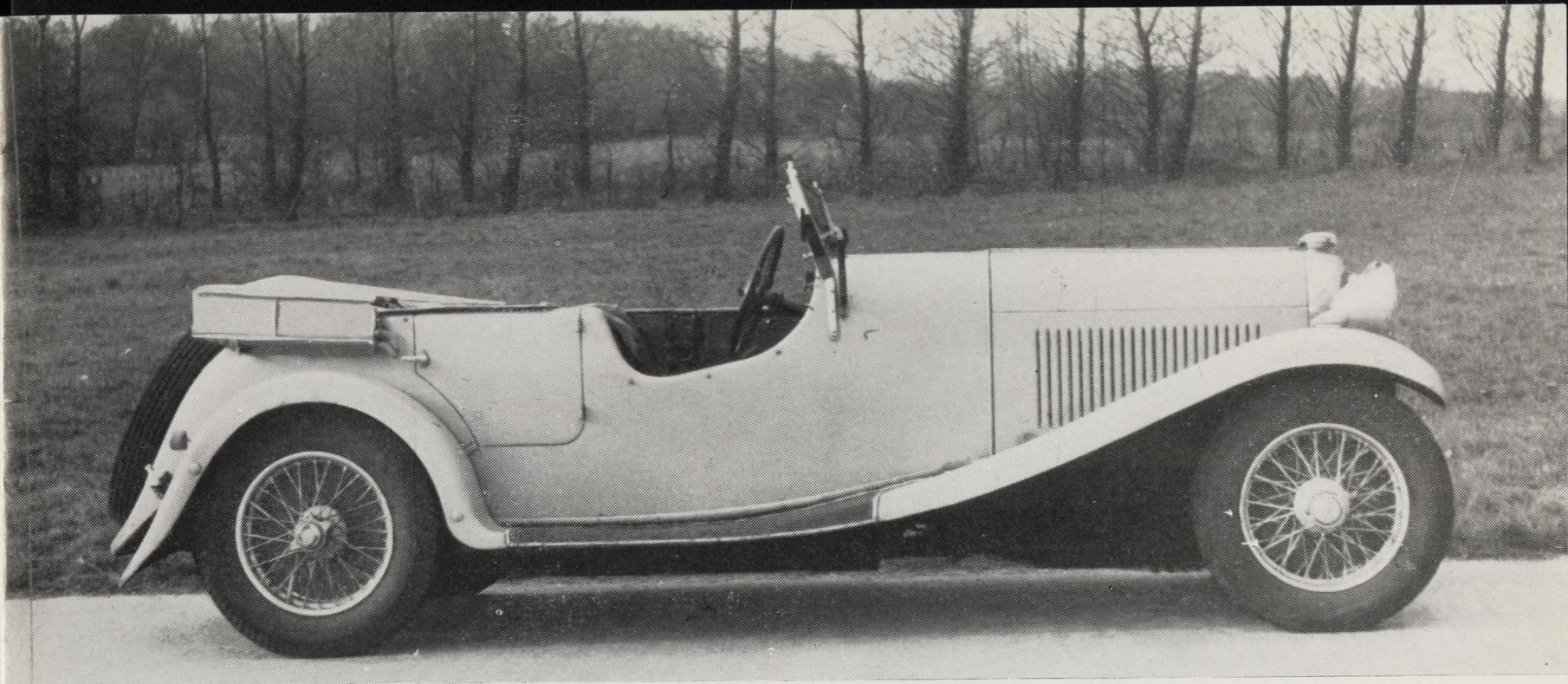


THE LAGONDA published quarterly is sent free to all paid-up members of the Lagonda Club. (Extra copies, price 3s. 6d. may be obtained if in print.) Having a selected, influential readership with no waste circulation, THE LAGONDA is a sound advertising medium.

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.





*The Author's late 1933 16/80 with which he won the Densham Trophy in 1954.*

## RICHARD PAINES' EXPERIENCES WITH 16/80's

. . . . the "cheap 2-litre" of the middle thirties

THE 16/80 LAGONDA was first built in 1932, utilising the 2-litre low-chassis and a new engine originally designed for the Silver Crossley, although by the time Lagonda's had developed the engine with a view to higher power output, etc., it bore little resemblance to that fitted in the Crossley. The engine has six cylinders, 65 × 100 mm. bore/stroke, giving a capacity of 1991 cc.

The car was produced up to 1935, the early models having crash gear boxes as standard, replaced towards the end of 1932 by the E.N.V. 110 pre-selector. With this latter arrangement the drive goes straight into the box; there is no clutch, its function being served by the individual brake hands inside the box. I have driven cars fitted with both types of gears and much prefer the E.N.V.

Saloon and tourer versions were built (the later ones carrying very fine body styles) and I have owned one of each. I had the saloon about my eighteenth birthday and in fact learned to drive in it but, as I think the examiner was rather frightened of the car, my first attempt to pass the driving test was unsuccessful. On my second test I played safe

and turned up in an Austin 10, which the examiner thought more appropriate. Learning to drive in the 16/80 taught me the importance of accurate engine revs. when changing gear, as without a clutch the "bang" goes straight to the half shafts, two of which succumbed to the strain of my early efforts. However, the box is easily mastered and I much appreciate its quick and quiet changes.

My saloon was a 1935 model and the engine, chassis and upholstery were excellent, but the wooden framework of the body had suffered as a result of the car's prolonged storage in a damp shed during the war and, after about two years valiant service, a trip over the tramlines of South London made it apparent that body and chassis would soon part company. I was faced with the alternatives of having the body rebuilt or buying another car and I decided to adopt the second alternative although with some reluctance as the chassis was the best 16/80 I have yet come across, the car being easily capable of cruising at 70 m.p.h. I sold the car as a chassis, but the body must since have been rebuilt as my brother has seen the car on the



road in London and the owner (I do not know if he is a member of the Club) is the fortunate possessor of a fine car in BLP 87.

In place of BLP 87 I bought a late 1933 tourer KY 4920 which had previously served for two years with an R.A.F. padre in Germany. This car was "not a cheap car" and was in good condition with an undented and rattle free body.

### Overhaul to offset Overweight

I celebrated my twenty-first birthday after I had had this car for about a year (after which I was able to compete in Club events without too many troublesome formalities) and during the winter of 1953/54 I started to prepare the car for the following season. Standard kerbside weight of the car is given as  $28\frac{1}{2}$  cwt., but a trip to the weighbridge revealed, to my horror, that mine weighed nearly 31. It was impracticable to take off a great deal of weight (except by removing the wings, which I thought would spoil the lines of the car) and it was obvious that the mechanics of the car had to be in first class order if it was to be successful on the track. With this in mind, the engine was completely taken down. Cylinder wear was found to be only 3 thou., and the crankshaft, big ends and main bearings were perfect, but, I had the little ends re-bushed and new gudgeon pins fitted. The pistons were also perfect and have "Hi-Dome" stamped on them. This does not denote high compression but, is merely a brand name, the compression ratio being standard. I must say though that my engine seems crisper than that of many other 16/80s. The ports were cleaned out, new valves and springs fitted, a new rocker shaft installed and all rockers re-bushed. At the front of the engine I put in a new timing chain wheel, timing chain, etc., and in the cooling department, new water pump and radiator core were fitted, and the thermostatically controlled shutters put into working order. I also had new brake linings and rear brake cables and replaced one of the half shafts as it was worn under the ball race.

New universal joints were fitted to the prop-

shaft. Unfortunately I did not have time to make the paintwork match the excellence of the mechanics, and all that season the car appeared in rather scruffy grey primer.

I was able to enter most of the Club and invitation events and the car evidently appreciated the time spent on it, as it won the Densham Trophy for 1954, although this year I have not been able to compete so often as I have been very busy re-building another car.

With the exception of the November Handicap and a "750 Club" relay race, I managed to win or gain a place in every event in which the car was entered during that season. One of the unexpected ways in which it is possible to come unstuck during a rally was demonstrated when I had to negotiate a bank in total darkness at about 45 degrees to get past another competitor and blithely poured about 8 gallons of petrol out of the filler cap! This led to my being very much a non-finisher.

At the end of the season after successfully surviving the pounding and stresses of competition motoring I was, to put it mildly, flabbergasted when the main leaf of the near-side rear spring broke with a bang while negotiating a round-about at 10 m.p.h. on a smooth and level road. The slight displacement of the axle immediately locked the brake on hard, giving rise to considerable tootling from the following non-vintage tin-ware.

### "What will She do?"

I suppose one of the most common questions asked about a car is "What will she do?" This I suppose refers to the maximum speed and as I have never had the maximum speed out of KY 4920, it still remains a mystery. However, under favourable road conditions, 80 miles an hour has been seen on the speedometer. Flat out speeds in the gears are 28 in First, 45 in second; 70 in third, but normally I take the car up to about 15 in first; 30 in second; 45 in third and then into top. The road-holding is really very good, taking into consideration the vintage springing, for with the rear tyres kept at 32 and the fronts at 28 lbs. per square inch, there is very little over-steer and tyre squeal is almost non-



existent. Front shock absorbers are kept tighter than the rear of course. While 32 cwt. (one up) does not allow the car to accelerate very quickly, surprisingly good average speeds can be put up in it and I like to think that it will hold a Vanguard in acceleration from 30 m.p.h. onwards.

The 16/80 covers a considerable mileage, as it takes me to work every day and I find it a pleasant car to drive, even in London traffic—especially now that a new large

Servais silencer has been fitted. It is, perhaps, inevitable that the 16/80 should be compared with the 4 cylinder 2-litre. Needless to say, I consider the 16/80 to be by far the superior car. At any rate, it's faster!

In the course of my daily stint of bread-winning, I have been equipped with a Husky whose performance is best described as "frantic" but, a road test of this piece of mechanism has no place in the Lagonda Magazine.



*Now available !*

## CLUB TIE

*for Lagonda Club Members*

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

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





*Part of the line up and Members Promenade at Brimpton Grange*

★  
*The*  
**1955**  
**A.G.M.**

*was a  
crowded, splendid  
occasion*

★  
PHOTOGRAPHS BY TEDDY FADER

WELL OVER ONE HUNDRED brilliantly polished cars bearing Lagonda badges of various designs and ranging from the 1905 Tricar to sleek 1955 3-litres made a stirring and impressive display in the September sunshine at Brimpton Grange. Undoubtedly it was the biggest collection of Lagondas ever seen and the largest social gathering for the Club's Annual General Meeting and *Concours d'Elegance*. Whether it was because of Ivan Forshaw's persistence that a September date before the Tax quarter-end was to be preferred to an October fixture (as last year), whether it was the announced attraction of the Tricar or timely memory-jogging by the last issue of the magazine, who can say? . . . the fact remains that this was the Club's biggest and best meeting and those who were not there missed a most enjoyable memorable occasion.

On either side of the long drive parallel with A40 the cars lined up in the usual impressive array and between them the "members' boulevard" was as thronged with sauntering crowds as any fashionable seaside



promenade. Most members had remembered to make out windscreen labels stating the model and year of the car and giving the owner's name and address. This added greatly to the interest of the parade, particularly for newer members who were able to familiarise themselves with the differences between a 16/80 and a 2-litre, a 3½-litre and a 4½-litre and so on.

Behind the cars the Hotel lawns and flower beds were strategically used by picnic parties, much to the delight of wandering dogs and children, and in the centre of them all was lined up a unique parade of Lagonda vehicles covering the fifty years from 1905. Unfortunately, Charles Elphinstone's 11.1 h.p. light car which was at Brimpton last year, was not at all impressed on that occasion and as a result played him up this year by developing back-axle trouble so timed that it was not possible to get "The Beetle" over to Brimpton. A great pity, for the collection would have been unparalleled. However, a line-up of a 1905 Tricar, a 1923 Light Car, a 1930 3-litre Special, a 1939 V-12 drophead and a 1955 3-litre Saloon is quite something, as Teddy Fader's fine photograph reproduced on pages 20 and 21 shows.

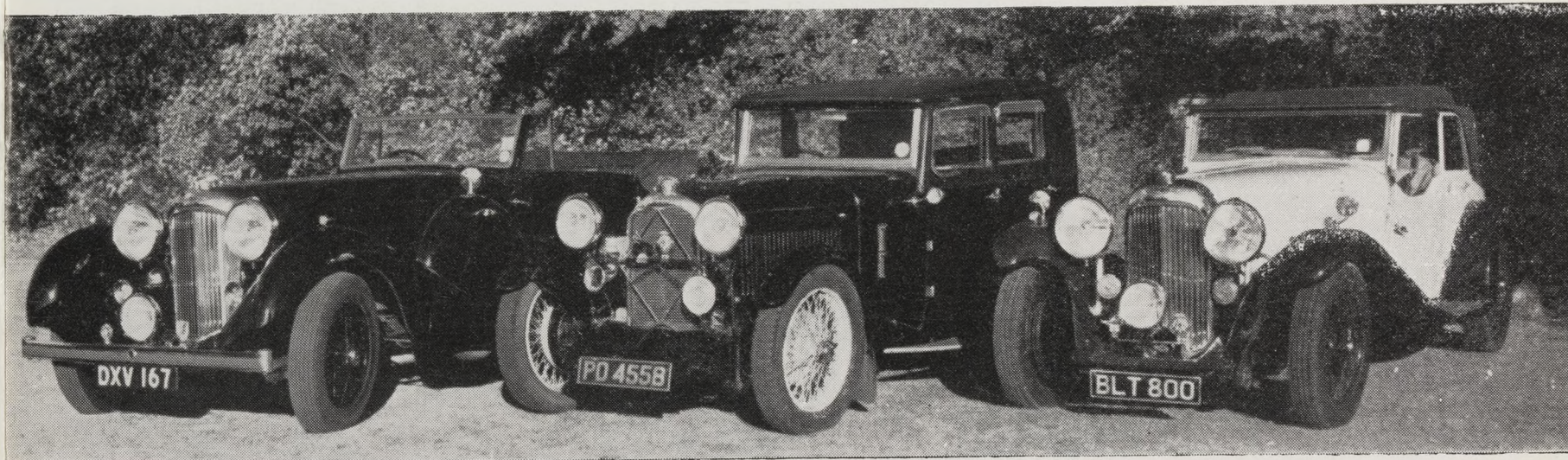
The old Tricar wasn't the only link with the distant Lagonda past, for showing a delighted interest in the assembled ironmongery was sprightly Bert Hammond who worked for Wilbur Gunn fifty four years ago

when the first tricars were being developed and built. Bert says he is almost certain to have driven the actual Tricar on display when it was first made!!! Apart from the carburetter he pronounced it as unmodified and very original condition. The great number of different models and the splendid condition of all the cars present was a real surprise and a great matter of satisfaction for Mr. Hammond who had no idea the club could produce such a muster—and that from less than a fifth of its members.

Nor were the current 3-litres the only link with the David Brown organisation for although we were disappointed that Mr. Brown himself couldn't make it and we missed Director James Stirling who was with us last year, the Company was represented by the then general manager Mr. J. Batchelor and our good friend Alan Dakers, F.R.O. who turns up often enough at Club events and pub meets to be regarded as almost a member.

Another interesting touch was added to the assembly by that charming couple, the Ben Walker's, who forsook the high-chassis 2-litre for their fine old veteran Wolseley, the condition of which surely reflected an unthinkable number of hours put in by industrious Ben.

In view of the great number enjoying picnics outside it was surprising to find the large Hotel dining room and lounge packed with members taking lunch—late-comers



WINNERS OF THE CONCOURS D'ELEGANCE *grouped in the setting sun*  
*Left to right: R. Hare's LG45 Coupe, G. Smith's 2-litre Salon, J. Thomas's 3½-litre Tourer*





WHAT THE MEMBERS SAW: R. to Left: I. Forshaw, C. Elphinstone (*expounding*), Editor (*part*), M. Wilby, D. Price (*part*), R. Freeman-Wright, C. Rexford-Welch, R. Paines (*part*), L. Michael.

having to wait nearly two hours for a table. Charles Don Juan Long was here seen enjoying to the full his duties of acting as host on behalf of the Club to Rank Starlet Susan Beaumont whom he had been able to persuade to come along and help judge the *Concours*. During the afternoon the garden-party atmosphere was well maintained and “peek and natter” rose to new peaks. The most noticeable dogs were those of the Chairman and the Don Roberts, while Crocker Junior is remembered among the children for his good behaviour. That good soul McIlvenna was seen once again doing his duty by the youngsters and an appeal by the Chairman for someone to give Mac and four or five boys (not Mac’s) a lift back to Town was answered by Tony Hyde-East who whisked them all away in one of his Railtons long before the sun set.

#### Spate of Photography

Anybody connected with Johnson’s of Hendon or Kodak would have rejoiced to see so much interest in photography—the mileage of film that was exposed being quite fantastic, apart from that used by Teddy

Fader who “covered the afternoon” for this article and by Clem Briggs who industriously wielded a colour-loaded cine-camera to include every car present and every member of the Committee for a super Automobile-Zoological record in glorious Kodacolor for the Christmas party film show. Rexford-Welch was busy, too, and laboured magnificently to cope with an Editorial appeal to make a photographic record of every different type of radiator and frontal design present. This should make a most interesting feature for a future issue of the magazine and provide many striking front-cover pictures.

Doug Price, who peddled Club ties and badges, cunningly contrived the placing of his stall so that the queue for the tea and bun counter in the “barn” buildings was obliged to pass before him. His stock would have been greater and more varied had the Post Office organisation been as efficient as that of Messrs. Bosworth, Price and Long who were jointly responsible for the successful arrangements of the day. Bob-caps and scarves in Club colours had been sent by parcel post in good





*WHAT THE COMMITTEE SAW—Part of the assembly which crowded the "Barn" at Brampton Grange for the 1955 Annual General Meeting.*

time by Archbell from Wakefield but did not arrive until the middle of the following week.

When as many as the "Barn" would hold had been shepherded in, and the Committee had assembled at the "high table", Bob Freeman-Wright was obliged to take his duties seriously and rose to open the proceedings of the Annual General Meeting. There being no matters arising from the previous meeting, the minutes of the last year's AGM were taken as read and approved and the Chairman called upon Mike Wilby to give his report as Hon. Secretary.

### **The Hon. Sec. Reports**

Mike's account of his department was short but comprehensive. It was noticeable that although he smiled there was a touch of sadness in his speech as he announced that this was the last occasion on which he would be reporting the year's activities as Hon. Sec. It was good therefore, that he was able to announce an increased membership over the previous year, the figure now standing at six hundred and forty-nine—the highest ever.

He summed up the general position by saying that generally the year's activities had followed a very similar pattern to the previous year and that, as before, he had been fortunate in receiving considerable help from fellow members of the Committee and other members. He considered that the present programme catered most satisfactorily for the needs of the Club but he invited members to put forward suggestions for any changes they felt would be desirable.

Unfortunately there had been a marked lack of interest in the Car Register and in regional activities. So far less than half of the members had returned cards for registration of their cars in the Club's records and he hoped this would be remedied very soon. All the efforts of the Midlands' Hon. Secretary had failed to produce a gathering of more than two people and he asked Midlands members to put forward any suggestions they might have for stimulating interest in the area. In Manchester, too, there was a similar lack of interest and attempts to organise a Manchester section had not met



with a very encouraging response. Concluding with a reference to his relinquishing Office, Mike sat down to generous applause in recognition of his sterling work in helping the Club to its present satisfactory position.

#### **The Hon. Treasurer Expounds**

Duplicated accounts and balance sheets having been distributed to all members attending the meeting, Charles Elphinstone began the report on his stewardship by explaining and commenting upon each item with masterly lucidity. Secretarial expenses were down because quite considerable sums

analysis by drawing attention to the satisfactory position of finishing up the year with a small surplus of income over expenditure.

Charles then went on to outline a scheme he had been working upon whereby the bulk of the routine work hitherto done by the Secretary and Treasurer would be undertaken by an outside Secretarial Service. With the continued growth of the Club the volume of such work was too great to be done on a voluntary basis. Final details had yet to be decided and submitted to the Committee for consideration but the broad principles of the scheme were

1955/6 DB 3-litre Lagonda

Ian Stewart's 1939 V-12

called upon to give an account of the Competition activities of the Club, rose to say it was "great fun to follow a real wizard"—he had never done this before! Rex then proceeded with his "Success story", starting off by reminding members of the pessimistic outlook and pronouncements of his predecessor in the office of Competition Secretary. Developing his theme with considerable wit, he swayed backwards and forwards as he pivoted from heels to balls of his feet (whether this annoying habit was due to nervousness or the fact that he had no pint tankard tucked

Marshals.

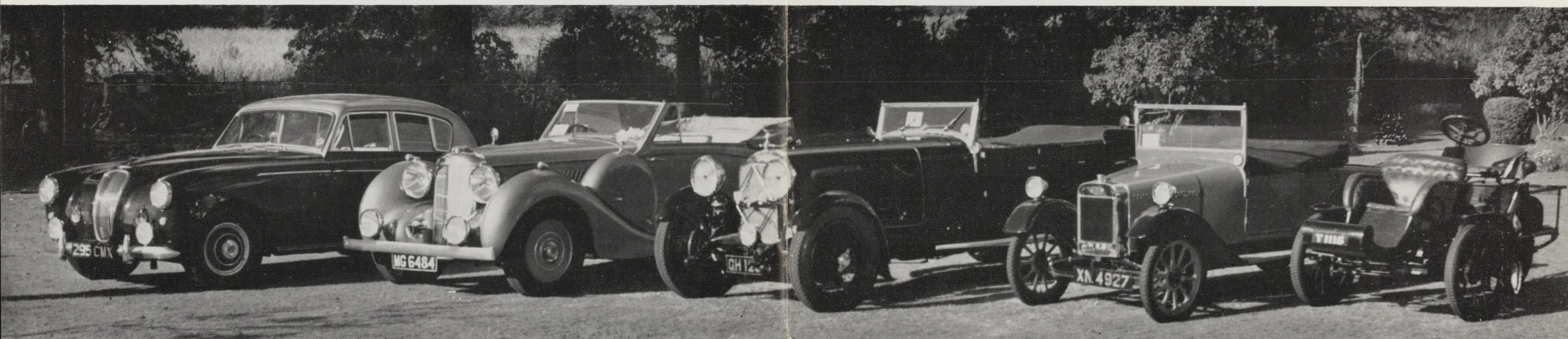
#### **Technical Advisor Chats**

Before the Spares Registrar and Technical advisor could proceed with his report he was interrupted by J. W. T. Crocker and John Ayre who presented him with a beautifully illuminated scroll which declared him to be "no less than a Ruddy Marvel" for getting them both out of trouble when smitten with gearbox trouble while on holiday in the wilds of Cornwall. Ivan Forshaw's report is a distinctive feature of the A.G.M. and it followed the now traditional pattern of wit,

G. Seaton's 1930 3-litre

Nancy Audsley's 1923 11.9

1905 Tricar



PARADE OF 50 YEARS OF LAGONDA ACHIEVEMENT

The impressive line-up at the Lagonda Club 1955 A.G.M. at Brimpton Grange, Oxon.

of money had been saved to the Club by generous assistance in the matter of duplicating given by Peter Bartleet (appreciative applause). As was to be expected, the costs of producing the Magazine were very much up, but then subscriptions had been increased to meet this and he felt that members had had good value for the small extra amount they had paid. Advertising revenue in the magazine account also showed a big increase. After explaining that money had again been reserved for the "History of Lagonda" fund, "Moneybags" Elphinstone concluded his

as he had outlined them.

Summing up the financial position and prospects, Mr. Elphinstone said that the present position was very satisfactory and that the present rate of subscription should enable this state of affairs to be maintained for the coming year.

The Chairman proposed a vote of thanks to the Hon. Treasurer for his able handling of the Club's financial affairs and described Charles as "a real wizard".

#### **Hon. Comp. Sec. Gloats**

Dr. Samuel Cuthbert Rexford-Welch,

under his arm to weight him down is not yet established).

Giving details of the year's activities and the successes of individuals, Rex explained that there had not only been a steady increase in the number of entries in competitions and events but it was clear that members were attaining a high standard of skill.

He paid grateful tribute to the assistance given by Marshals, without whom no events could be run, and he was glad to announce that their work would be recognised at the forthcoming dinner for Competitors and

statistics, wit, anecdote, wit and gossip. He began by reporting that this year his stint had run to over two-thousand letters, all hand-written, and the tying up and despatch of a huge number of parcels. This task made it impossible for him to take a holiday of any length as queries in the form of letters, telephone calls and personal callers arrived daily. The patch of oil in the road outside his house grew larger and darker and his neighbours were still amazed at the curious collection of people and cars calling upon him. Ivan acknowledged special help received from





*Don Juan Long and actress Susan Beaumont*

members F. Gabb, J. Hullock, A. Stevens and R. Tosswill. To explain part of the Forshaw service he illustrated his dissertation by delving into a large grocery carton he had placed on the table and producing catalogues, technical pamphlets, road-tests, instructions books. Ivan concluded by saying that this was his tenth year as guide and friend on technical matters and he would be happy to continue as long as members desired it.

#### **Club Badge**

The various Officers having given accounts of their stewardship, the Chairman, on behalf of the Committee, put forward a suggestion that a new design for the Club Badge should be considered on the lines of the old Car Club badge which incorporated a "wings" motif. At first, reaction and response were absolutely nil, and it was only as a result of taunts by the Chairman about members who "couldn't care less" that three or four members gave any opinions and each was hostile. After some feeble discussion the motion to change the badge design was put to the vote and defeated by 37 votes to 28, there being a large number

of abstentions.

#### **Election of Officers**

As usual there were no nominations entailing a ballot and F. Parks proposed that the Officers and Committee be re-elected *en bloc*. J. W. T. Crocker seconded. The meeting approved unanimously and the Club was thus lumbered with the "Old Gang" once more! For the record, this means Chairman is R. Freeman-Wright, Hon. Treasurer is Charles Elphinstone, Northern Secretary is D. H. Coates, Midlands Secretary is T. H. Wareham, Editor is Francis Winkworth, Spares and Technical Advisor is Ivan Forshaw and the Competition Secretary is Dr. Rexford-Welch. Additional members on the Executive Committee are Alan Audsley, Peter Bartleet, Charles Long, Richard Paines, L. S. Michael and Doug. Price.

#### **Concours Winners**

After presenting G. Hibbert with a useful prize for travelling the greatest distance to the meeting in a Lagonda (he came from Sheffield) the Chairman announced the winners of the *Concours d'Elegance* as

First:	R. P. F. Hare's LG45 Coupe
Tied Second:	G. Smith's 2-litre Saloon
	J. S. Thomas's 3½-litre Tourer.

Worthy winners they were too, for when they lined up together for photographic purposes, it was difficult to imagine any others more deserving even from that exceptionally brilliant parade.

#### **Overy's Wise Suggestion**

When "Any other business" was called by the Chairman, Donald Overy asked if the idea of holding the meeting in the afternoon soon after lunch could not be considered as such an arrangement would be of great advantage to members travelling long distances. The fact that many members had already left when this suggestion was made was sufficient evidence that it was a most practical one.

The Meeting's vote of thanks to Mike Bosworth, Charles Long and Doug. Price for their arrangements and organisation of the day's meeting was certainly no empty formality for this trio had succeeded in giving us a most memorable and enjoyable event.



## THE REGISTER AND PHOTOGRAPH ALBUM

"WHAT is the Register?" ask some members who fill up those nice little cards sent them by the Secretary. It consists basically of an index comprised of the said cards, further cross-referenced under chassis-numbers by types and also by registration numbers. Thus, there is a reasonable chance of finding any given car if it exists in the Register, at need. Does it serve any useful purpose? We like to think it does, for quite a few enquiries are received of one sort or another either from prospective purchasers seeking past history and owners or former owners wondering what has happened to their old cars. It is obvious that as time passes the information available will increase and the whole thing should be very useful if ever that book of the Lagonda appears, as we hope it will.

An up-to-the-minute count of the Register reveals 2 - 11.1, 7 - 11.9, 167 - 2-litre, of which 14 are "hipbath" semi-sports tourers and the earliest known bears the engine number OH 130; 11 shew a firing order 1, 3, 4, 2 with engine numbers ranging from OH 1258-1445, so there may well be more than only 40 of these as is generally supposed. At least two 2-litres that competed in the Monte Carlo Rally are still in the Club, Garrard's in 1932 and Hibbert's "blown" model in 1933. The last 2-litre of which a record has been received is Treganowan's Continental Drophead, which was produced in 1933—reputedly to special order for a famous band-leader.

Thirty-eight 3-litres have been registered of which 5 report the possession of the Maybach gear box and one a 21.6 Rolls engine! 16/80s now total 33 and M.45s 48, amongst them 5 Rapides. Rapides are not far behind at 28 and sport coachwork by a variety of builders including Eagle and Ranalagh, but Abbott bodies seem to predominate. There are now 10 3½-litres which is a larger number than one might suppose, whilst LG 45s boast a total of 26 (including 3 team cars—one in America and 7 Rapides),

4 - LG6, 10 - V12 (2 in the U.S.A.—Walker and Crane), and then postwar 9 - D.B. 2.6s and 3 - D.B. 3-litres. Not to forget the one tricar that Lagondas still have at Feltham.

Now to the photo album which has recently taken on a new lease of life. Photographs have been gradually creeping in, but nothing really exciting (unless one counts Roddy Hill-Smith in glorious technicolour), though one member in particular is to be thanked for a really fine representative batch taken at the last A.G.M. The fun really started when Anthony Harding of Batsfords whom we had already supplied with a photograph of an 11.9 for the Clutton-Stanford Vintage book, wrote to enquire if we could help with an Edwardian Torpedo and any veteran pictures for another new book they are to publish. We couldn't—but eventually we did. David Browns' started us off with 2 tricar photographs, but for a long time no Torpedo was to be found. Finally, G. H. ("Bert") Hammond of Staines, produced a picture of the actual winner of the 1910 St. Petersburg Trial in which he competed as mechanic. Mr. Hammond also won the Summer Handicap in 1909 in a stripped Torpedo and we now have a picture of him at the wheel just after winning the event. He also loaned photographs of several tricars including a Royal Mail delivery van and a single cylinder model which surely must have been the daddy of them all, other than the motor-cycle that is.

Parallel with these developments the works at Feltham have also been turning up trumps. A letter to Mr. David Brown asking for his help in matters—photographic—resulted in a letter from private secretary Miss D. le Marquand to say that although at that time he was abroad, she felt sure it would be his wish to help and she would therefore have copies made of the tricar pictures. Since then she has sent photographs of all the post-war models and continues to do so as the new ones come out. This is service indeed and the Club is much indebted to Miss le Marquand and Mr. David Brown, not to mention Mr. Hammond for their assistance in bringing the album up-to-date "at both ends" as it were!

W. H. HARTOP.





L. S. MICHAEL

explains how he set about

**PUTTING THE 'GO'**

**IN CGO 62**

*The Author at speed at the 1954 AMDC St. John Horsfall Meeting at Silverstone.*

## Modification and Development of a 1935 M45 Rapide

THE STORY of my 1935 M45 Rapide is one of more hard luck than most 4½-litre owners can relate. I can think of several cars which have led as strenuous competition lives and far more arduous daily existences than mine, that have had scarcely more than a decoke, and a set of tyres in five years. The history of what became, undoubtedly, the finest car I have ever possessed (and this includes a very good example of the "best car in the world") is sufficiently sprinkled with undeserved competition successes to compensate in some degree for mechanical tribulations.

CGO62 was purchased in 1949 as a successor to an Alvis Speed 25 Saloon. Its previous owner was Lance Comfort the film director, who was also a Lagonda enthusiast. He had the engine extensively overhauled by University Motors sometime before selling it. When I took over it was in excellent order, both mechanically and bodily. Painted two shades of grey, it had a twin brother in the club, the property of Mrs. Thelma Ruffer.

After the Alvis it seemed immensely powerful (there was an extra litre of engine), and immensely awkward to handle. A "Speed 25" handles beautifully, having the right amount of oversteer to warn when you were overdoing it. By that, I mean that

its tail would start to slide very gently when cornering too fast, but it would respond instantly to correction. The M45 Rapide would not. In standard form the weight distribution on its 10' 3" chassis put too much weight on the front wheels. In the case of my car this was aggravated by having two spare wheels mounted one each side forward of the scuttle. The result was, it understeered enough for one to be able to corner appreciably *faster* than the Alvis *without sliding*, but if you overstepped the mark it was impossible to correct. On slippery roads it would charge straight on completely ignoring the direction taken by the front wheels, and on dry roads it was tiring indeed, to drive over the winding country lanes, favoured by rally organisers. In addition, on more severe, fast main road curves, one never seemed to finish winding on whichever lock the bend required. These characteristics were not shared by the ordinary M45 cars on the 10' 9" chassis, which had different weight distribution.

On the track the only method of finding how fast a corner could be taken was to try it faster and faster in practice until you spun. There was never the slightest warning when this was about to occur. No preliminary lurch or slide, no hint that all was not well until suddenly you were revolving in front



of the oncoming traffic! This experience in M45 Rapides was also enjoyed many times by the principal driver of the other M45 Rapide, "Bunny" Henry, and also by Maurice Leo, when he drove that car.

### Broken Ribs—Bent Car

On one occasion shortly after reading Nuvolari's advice to racing drivers to "drive by the feel in the seat of the pants". I was able to take corrective action the instant she started to go. The result was that instead of spinning harmlessly in a tight little circle and ending up on the grass at Woodcote (Silverstone) I described an enormous arc, and landed up on the banking at the *inside* of the track with a broken wheel, a bent front axle and three broken ribs. I am happy to say that this was the very first time I had ever insured a car for competition! Joe Kingston's Garage of Blakesly near Towcester towed the car away. Joe, being a long standing member of the V.S.C.C., supervised the restoration meticulously, everything being carefully checked and measured, and the axle rebuilt by Blakers before being returned to duty.

After that, which was in 1949, a great deal of fiddling with tyre pressures, spring settings, and shock absorbers was undertaken. The original dampers, Girling Luvax Vane type and Andre Telecontrols were found to be working perfectly. The hydraulic built-in jacking system cluttered each axle with two heavy hydraulic rams. This entire system was removed and effected a worthwhile saving in unsprung weight. Trial and error established that the best shock absorber setting for the car in its 1949 form was to have all the front ones really tight, and the rear not quite so tight. Tyre pressures of 40 lbs. in *front* and 36 lbs. in the rear were most satisfactory for racing. On the road a comfortable ride and good handling resulted if all tyres were given 32 lbs., the telecontrols slacked right off, and the hydraulic dampers set at half way.

### Getting Nowhere Consistently

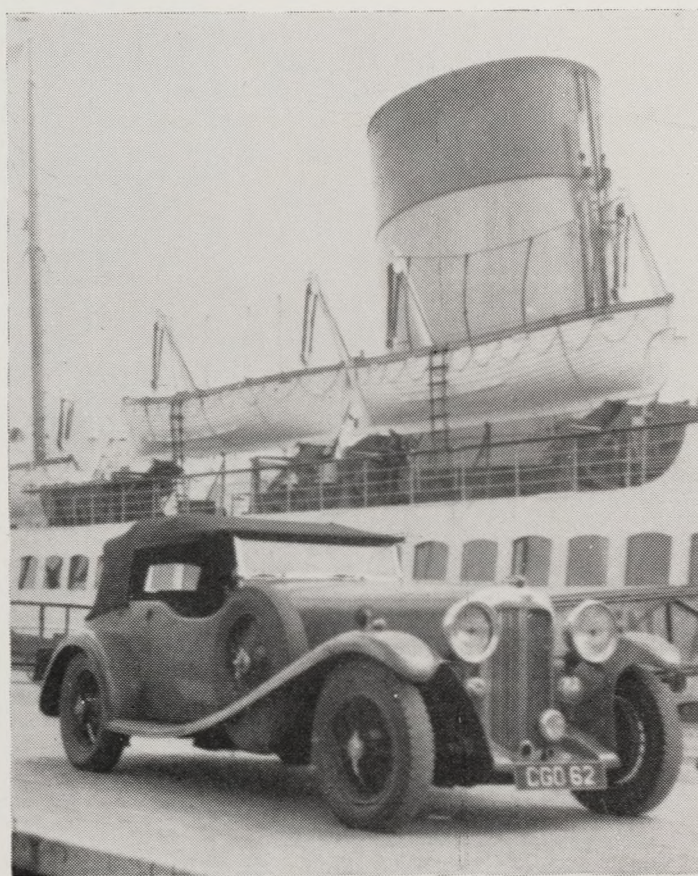
At this time in road trim, with a little fuel in its 32 gallon tank the car weighed 36 cwt., and was pulling a 3.31 : 1 back axle. I was thoroughly enjoying racing this rather heavy handful but getting consistently nowhere. In those days of course, pump fuel was about 72 octane and my engine had a massive "compression plate" inserted between the block and crank case, which succeeded in making it run very sweetly on pool, but I could not get even 3,500 in third gear anywhere on the club circuit. The only reason for going into top was to practice gear changing and because I felt it indecent to stay in third the whole time!

The car would do 85 quite readily on the road and a true maximum of 3,250 r.p.m. in top—a little over 90 m.p.h., could be achieved on the relatively empty Oxford by-pass of those days. In 1949 that was a respectable speed, for on pool petrol, only the most expensive sports cars could equal it. The acceleration figures then were 0 – 50

in 10½ secs. 0 – 60 in 17 secs. 0 – 70 in 25. Nevertheless it was below the performance expected of the car pre-war.

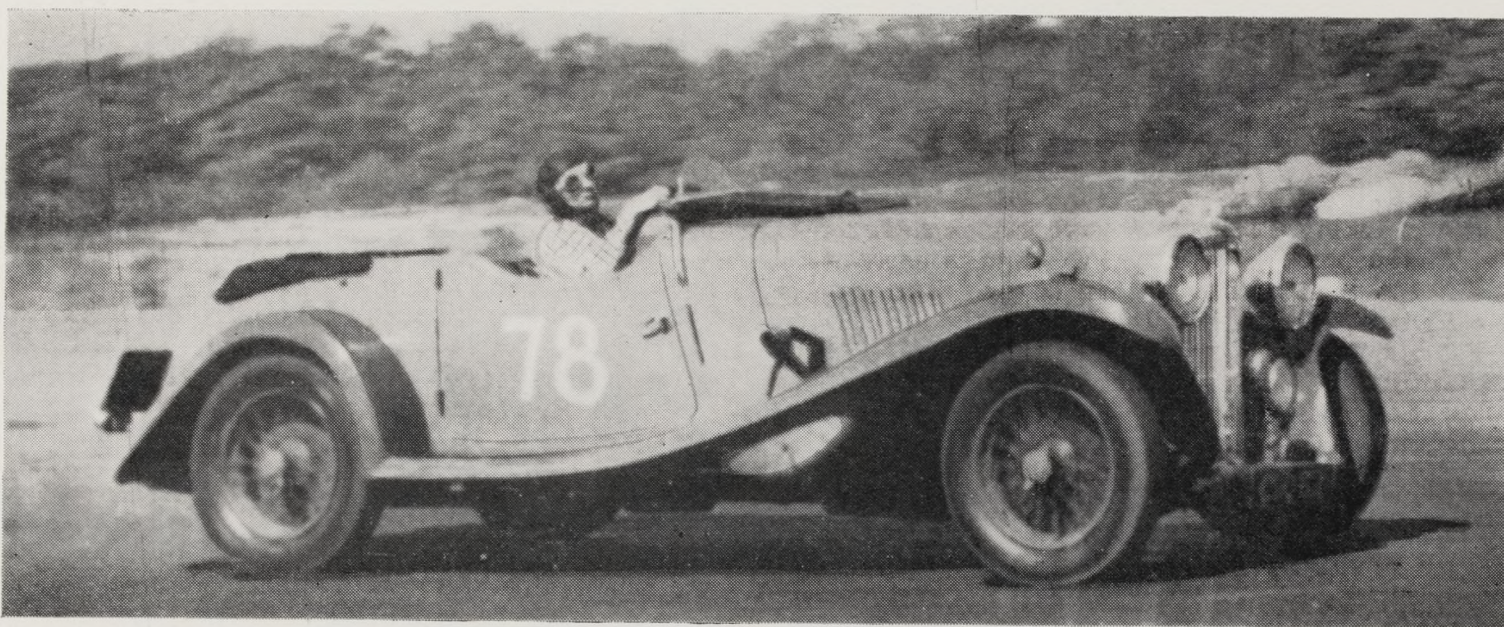
Next summer CGO took me on an extensive tour to the Riviera. The only trouble occurred when leaving "Eden Roc", after visiting some friends. The clutch stuck in the fully depressed position. A "garagiste" was summoned from Antibes several miles away, and I was towed in. He and his mechanic fell on the car with gusto. They dismantled the clutch, having first removed a chassis cross member, and then reassembled it. All this including the tow was accomplished on a Sunday for £10. It was impossible to get out of them what they had done. In fact they had done a great deal as their floor was, for a time, alarmingly strewn with bits, but all their work was quite unnecessary. The reason why the clutch jammed out was lack of lubrication of the splined shaft on which the withdrawal mechanism slides. On subsequent occasions when this happened, I have merely opened the inspection plate at the top of the clutch housing, dropped some oil on the visible portion of the splines and forced the clutch out with a jack handle. A few drops of oil on the splines every 1,000 miles or so is really the answer. There is no other form of lubrication for this particular part, although the handbook claims that the camshaft is drilled to permit an "oil mist" to penetrate to the splines.

For the 1950 season I was determined to go faster, so I removed the compression plate and like



*In original Form en route for France, 1950*





*Getting nowhere at Silverstone 1950 in original form. Note wheel mounting at side.*

everyone else located a secret source of Benzol. This was used to bring "pool" up to about 80 octane. CG062 was now running on the standard Rapide C.R. of about 7.5 : 1 and a much livelier car it was. I could push the rev. counter needle into the red in third whenever I wanted to, and celebrated by going off the road twice on the East Anglian Motor Clubs two day National Rally. Fortunately, the only damage was loss of time.

The car now had a maximum of practically a 100 m.p.h. two up with the screen erect. Acceleration figures taken over the same road, and with the same watch as before were 0 - 50,  $9\frac{4}{5}$  secs.; 0 - 60,  $15\frac{3}{5}$  secs.; 0 - 70,  $22\frac{3}{5}$  secs. These figures were slightly inferior to those attained by the road testers of the *Autocar* and *Motor* in 1935. It was motoring quite nicely at club races and it was pleasant to finish in the middle of the field, instead of hotly disputing the tail end.

#### **Pub Experts Adrift on Plugs**

About this time I was still pretty gullible on the subject of Lagondas, and listened with wide eyes and open mouth to the wisdom of the numerous saloon bar experts, who had even managed to get as far as changing their own plugs, while some of the real "gen men" had actually read the instruction book. As anyone who has seen a  $4\frac{1}{2}$ -litre instruction book knows, the information contained therein would not even sustain a public bar conversation for more than ten seconds in the club today. Nevertheless, under the influence of eight pint barristers and bearded giants in check shirts, oil coils were purchased, carburettors fiddled with, ignition timing over advanced and harder and less suitable plugs installed. All this consumed an immense amount of time, and some money, with absolutely no improvement in performance and a tendency to oil plugs in traffic. KLG M60 plugs have suited very well even in the "hottest" state

of tune, and M50, which are softer have done equally well.

As my car was going considerably faster than during the previous year, I was engaging the clutch at about 3,500 r.p.m. for racing starts, not only to try and make an impression on my handicap, but also to try and make some impression on the spectators, of whose existence I had suddenly become aware. This technique enabled me to leave long black lines of rubber on the track, and secured an invitation or two, to represent the club in inter-club driving tests. It also burnt out the clutch, which finally gave up the ghost as I was turning across heavy traffic, from Knightsbridge to Sloane Street. The long suffering lady, who is now my wife, helped me to push all 36 cwt., across a line of hooting buses and taxis to come to rest outside Harvey Nicholls.

The car was towed away by an expert, who resided in a mews. By the time the engine was out, and the clutch away being relined, he disappeared leaving a couple of half built cars behind him (one mine), which his creditors made frenzied attempts to seize. I must say that I never received a bill for the part of the work already done, but I was compelled to put the thing together myself with the aid of a part-time fitter.

#### **Massive Meadows Machinery**

This was not the first time I had laboured thus on the internals of an engine, but the Austin Sevens, Standard Twelves, and even Alvis Speed Twenties, which I had cheerfully assaulted with spanners and hope had, it seemed, weighed less as complete units than each individual bit of the massive Meadows  $4\frac{1}{2}$ -litre.

The clutch restored I found that the way to get round the track reasonably quickly was to push up the revs in the gears. The red line on the M45R rev counter appears at 3,800. I was consistently



going up to 4,000 and sometimes more in second and third. This combined with the fact that oil pressure was now below standard, oil surge in the sump when anything but full right up, reduced oil pressure to zero on the corners and the partly choked radiator boiled under racing conditions, produced the inevitable trouble. At the end of the 1950 season, while proceeding at full bore in third towards Becketts, an anvil chorus arose from the engine, which proved to be bigends giving their farewell performance, and a broken push rod was thrown in for good measure.

### Ex-W.D. Light Tank Engine

Rather than face the expense of rebuilding this engine I purchased from Henry Meadows one of their ESTB engines for £30. These engines were built during the war for the War Department. Some had been intended for light tanks, and some for Marine use. In fact the Marine version was still built after the war and sold as the "Comorant" for about £400 each. So the ex-W.D. ones whatever their condition were a bargain.

Most of these ESTB engines were not new, but fully reconditioned, and were lying crated, and wrapped in their tropical packings, outside the works at Wolverhampton. They were fitted with Solex carburetors, mechanical petrol pumps, single magneto ignition, huge flywheels and starter motors, no fans, and most had a certain amount of superficial rust about them.

The sump filter which held nearly 5 gallons of oil was a completely different shape from the M45R, and had a scavenge pump as well as the usual main oil pump in it. In spite of these differences they were basically the same as the old M45 engines, even the mountings were disposed at the same centres.

I borrowed a lorry, hauled my engine home and started to take it to pieces. This led to the discovery that the pistons were of a much lower CR than my original ones. The old dynamo had to be fitted to take the drive to the distributor to fire the exhaust side plugs. The original flywheel and starter motor were also used. All this involved dismantling both engines, so it was decided to have some Martlett pistons made of slightly higher compression than standard. The teeth on the flywheel were built up, and all reciprocating parts were balanced by Laystalls in unit with the clutch and flywheel.

The oil feed from the ESTB scavenge pump was led through a large bore copper pipe looped to act as a mild cooler. Some ex Invicta exhaust manifolds were obtained from a breaker and fitted. These provided a separate pipe from head exhaust port similar to that used on the later LG45 sanction 111 Rapides. These manifolds were led to separate exhaust down pipes which emerged from the side of the bonnet passed unobtrusively through the wing and terminated in the twin exhausts. Thus the front three cylinders and the rear three cylinders each had a completely separate exhaust system with no sharp bends or restrictions. It was a considerable

improvement on the standard layout. This arrangement undoubtedly contributed to cooler running—The exhaust valves have never shown any sign of wear since—and greatly reduced the back pressure in the exhaust system.

It was impossible to fit the vibration damper from the old engine to the new crank shaft, nevertheless, when finally assembled in the chassis the unit proved smoother, and more free from engine periods than the old one. The omission of the damper also reduced the inertia of the engine which contributed to better acceleration and gave a quicker response to the throttle when revving up between gears. It is interesting to note that the damper was offered as an optional extra in the Meadows catalogue describing this engine, and that it was not specified for service requirements in spite of the many expensive modifications the War Dept. had made to the original specification.

### Lower Ratio for Back Axle

During its last race the old radiator had well and truly boiled in about three laps, so a new one was made by Sercks with a larger capacity than standard. The extra capacity was probably unnecessary, but it did enable me to race without a fan, and so save a few extra b.h.p. for propelling the car.

After the new engine was fitted the back axle failed, and it was rebuilt with a 3.58 : 1 crown wheel and pinion supplied by Davies of Staines. I had always considered that 3.3 : 1 was too high a ratio for a car of this weight on the circuits available in England. It did give effortless cruising in the eighties at under 3,000 r.p.m. which was excellent for continental touring, but it was too high for maximum acceleration it being quite impossible to reach the peak of the power curve in top gear on any of the circuits then open.

The result of this work was to produce a smoother car with much more rapid acceleration. In 1951 I did a number of rallies and hill climbs, seldom getting into the award winning brackets, but finishing in the top half of the results rather than at the bottom.

### Acceleration now Impressive

The road maximum speed did not appear to have been increased very much by the installation of the ESTB with slightly raised compression (approx. 7.6 : 1). The Oxford by-pass (still relatively free from traffic in 1951) was used to obtain a maximum speed of just over the 100, with windscreen and side screens erected two up. This was a very slight increase over the previous maximum but it reached it with decidedly greater ease and 90 would come up whenever one felt like it. Acceleration figures were now impressive 0 – 50, 9 secs.; 0 – 60, 13 secs.; 0 – 70, 19½ secs. At that time with the exception of the first XK120s there were few road cars that equalled the Lagonda's performance.

The 1951 racing season was fortunately free from trouble, and although I did not collect many prizes I was frequently within striking distance of a place—quite enough to encourage me to keep trying. Only



### PUTTING THE 'GO' IN CGO 62 (Contd.)

minor adjustments and the fitting of rebuilt modernised S.U.s. were carried out at the end of this season. I had the car re-sprayed a beautiful shade of ruby red maroon. This work was done by Davies Motors of Staines who thoroughly overhauled the coachwork replacing any doubtful timbers and making sure everything was thoroughly sound, as by now I had quite decided to keep this car for the rest of my life!! When it was completed it looked absolutely magnificent, but unfortunately it did not last. In less than three months white lines appeared on the bonnet top and wings and back it went to be re-sprayed again. This time it stood up better, but in a little more than eighteen months I had to have it all off and another colour applied. So be warned against falling for rich maroon.

### New Ideas Bring Big Improvements

I had a certain amount of mechanical work done at Staines but they were very much against departing from standard Lagonda practice in search of extra speed. Their view was that the reliability of this pre-war machinery would be seriously impaired if it were subject to greater stresses than had been envisaged by the works. Events have shown that perhaps there is something in what they said, but in any case I was prepared to make *some* sacrifices of reliability in favour of performance. So when Leo set up on his own I visited him in the hope that he would have some ideas. He had quite a few, and I must say that as a result of his advice and work, really substantial improvements were made. In the final stage of development under his care, it was without doubt the fastest and the best handling M45R in the country if not in the world. It was very much faster than the standard LG45 Rapides. Even with defective brakes it easily beat Dr. Young's quick LG45 Sanction III Rapide at Silverstone, and Woodward's at Firlie Hill Climb. Both these gentlemen were experienced competitors and no doubt would then have done better than I did, if they had been driving my car. The only faster Lagondas competing then were Bob Wright's and Joe Goodhew's. These two were very highly tuned Sanction III LG45 Rapides, both appreciably lighter and slimmer than standard. At its lightest, CG062 weighed  $4\frac{1}{2}$  cwt. more than Bob's and over 6 cwt. more than the Goodhew car.

### 104 m.p.h. Achieved

The first thing that Leo did was to have Silicons make up some special pistons, lighter and, incidentally, quieter than the Martletts with a slightly higher compression ratio. The cylinder head was surface ground and copperised. The combustion chambers were polished and the inlet passages and porting considerably smoothed off, though not highly polished. Rough calculations indicated that we now had 7.75 : 1. On Esso Extra the car ran perfectly without pinking. We considered that the compression ratio was high enough in view of the great weight she had to pull.

In this state of tune, with hood erected but only the passengers side screens in place, 104 m.p.h. was achieved, two up, past Northolt Airfield. Leo was driving and my eyes were glued to the rev counter which "Richfields" had carefully checked. Coming away from the roundabout to the west of the airfield, we did 3,500 in second, 4,000 in third and then held a fraction below 4,000 in top for what seemed ages. (For the information of the mathematically inclined, the axle was 3.58, the tyres  $19 \times 6.50$ ). As you know, the red line on the rev counter appears at 3,800 and although I had frequently taken it up to 4,000 in the gears on the track, to sit next to someone else driving it down the road for what seemed a long time with the needle well above the red, gave rise to a mental picture of con rods bending like banjo wires, and the crankshaft winding up like a torsion bar. Especially as at this time I was using the ESTB rods, which were decidedly more slender than the Rapide ones.

However, all was well, and subsequently I repeated the experience on the Cambridge-Newmarket road. This time with the windscreen folded flat. At this stage acceleration figures were taken again with the following results: 0 - 50,  $8\frac{1}{5}$  secs.; 0 - 60,  $12\frac{1}{5}$  secs.; 0 - 70,  $18\frac{1}{5}$  secs. This was better than the 1937 Sanction III Rapides as road tested by the *Motor*.

That winter CGO won its class in the B.D.C. Eastbourne Rally, and made second fastest Lagonda time up Firie. Bob Wright was fastest in the "Scarlet Woman", in fact he made fastest time of all cars competing that day.

The summer of 1952 saw a lot of club racing with enough fourths or fifths to keep me happy, and one third. There were also plenty of driving tests in which its tremendous acceleration, low down compensated to some extent for its large size and heavy steering.

### Skew Gears Overtaxed

I was now coming to the conclusion that the only way to do better was to improve the handling qualities of the car, because I felt that if a higher compression could have been used with reasonable reliability, the works cars, which were nearly 6 cwt. lighter in the 1936 team, would have gone above the 7.5 : 1 they were employing. My car was used for everyday motoring and I was not prepared to risk the frequent blow-ups which the Bentley Boys appeared to enjoy.

Weight-reducing modifications were about to be set in train, when disaster struck. The skew gears driving the oil pumps from the camshaft, stripped. I do not know how long I had been driving before I noticed a zero oil pressure reading, but when I did notice it I stopped and sent out an S.O.S. for a tow.

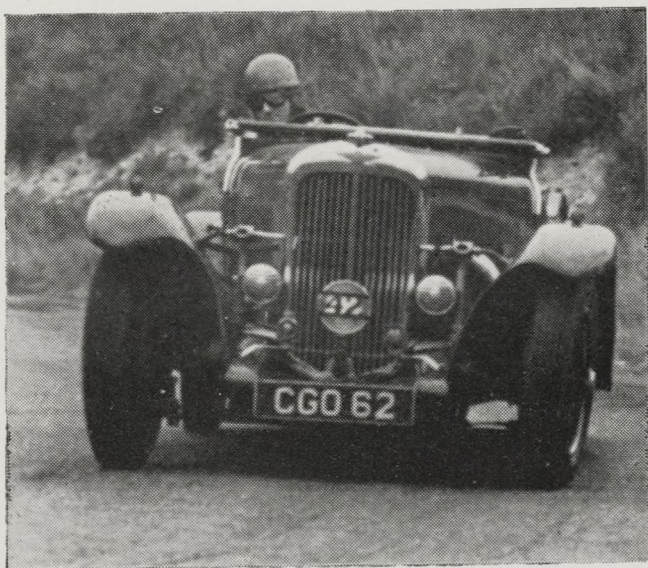
Examination showed that the main bearings were O.K. Actually the big-ends showed only the slightest signs of stress, but as the engine was partly dismantled, it was decided to have the big Rapide con rods from my old engine crack tested and re-



metalled rather than continue with the slender ESTB rods. Whether this was wise I don't know. The Rapide rods were 17 years old, while the ESTB rods were virtually new.

Meadows, who were sent the offending skew gears for examination, said, that the twin pump arrangement was not intended for "automotive practice". The engine speeds attained, and the constant acceleration and deceleration, were too much for the gears, and the scavenge pump should be eliminated by removing its pumping gears. This would effect a reduction of 25% on the loading of the skew gears. This advice was taken, and no more trouble ensued from that direction.

Once again the second fastest Lagonda time was made at Firle, only two seconds slower than our redoubtable chairman, and a good deal faster than the rest of the class.



*Partly modified car at Firle Hill climb 1952. External exhaust pipes can be seen behind bracket for P100's which were still fitted.*

At the B.D.C. Eastbourne Rally of 1953, we made the second fastest time at the Goodwood circuit regularity test, and at Firle, the fastest time of all. (Bob Wright was not running that time!).

I now began to get a bee in my bonnet about steering and became dissatisfied with the hard work it was at low speeds, meanwhile, a tendency to wander at high road speeds, was beginning to show.

We went through the usual performance of altering toe in, altering castor angles, setting up the springs, and blowing up the tyres. The latter expedient did help in driving tests. Finally the steering box was removed and sent to Cam Gears to be completely re-built. All steering parts were checked and brought up to standard, when re-installed it was perfect, except for the heaviness at low speed, which now, I was sure, was due to weight distribution.

The car then took me satisfactorily to Spain and back on my honeymoon. The heat there completely

finished off the beautiful maroon cellulose, which looked simply awful by the time we came back. The car showed a clean pair of heels to everything we met, including a post-war Delahaye, with a very splendid drophead body, and several MKVII Jaguar Saloons. Of course, the roads we chose did not then demand independent suspension.

### **Weight reducing Modifications**

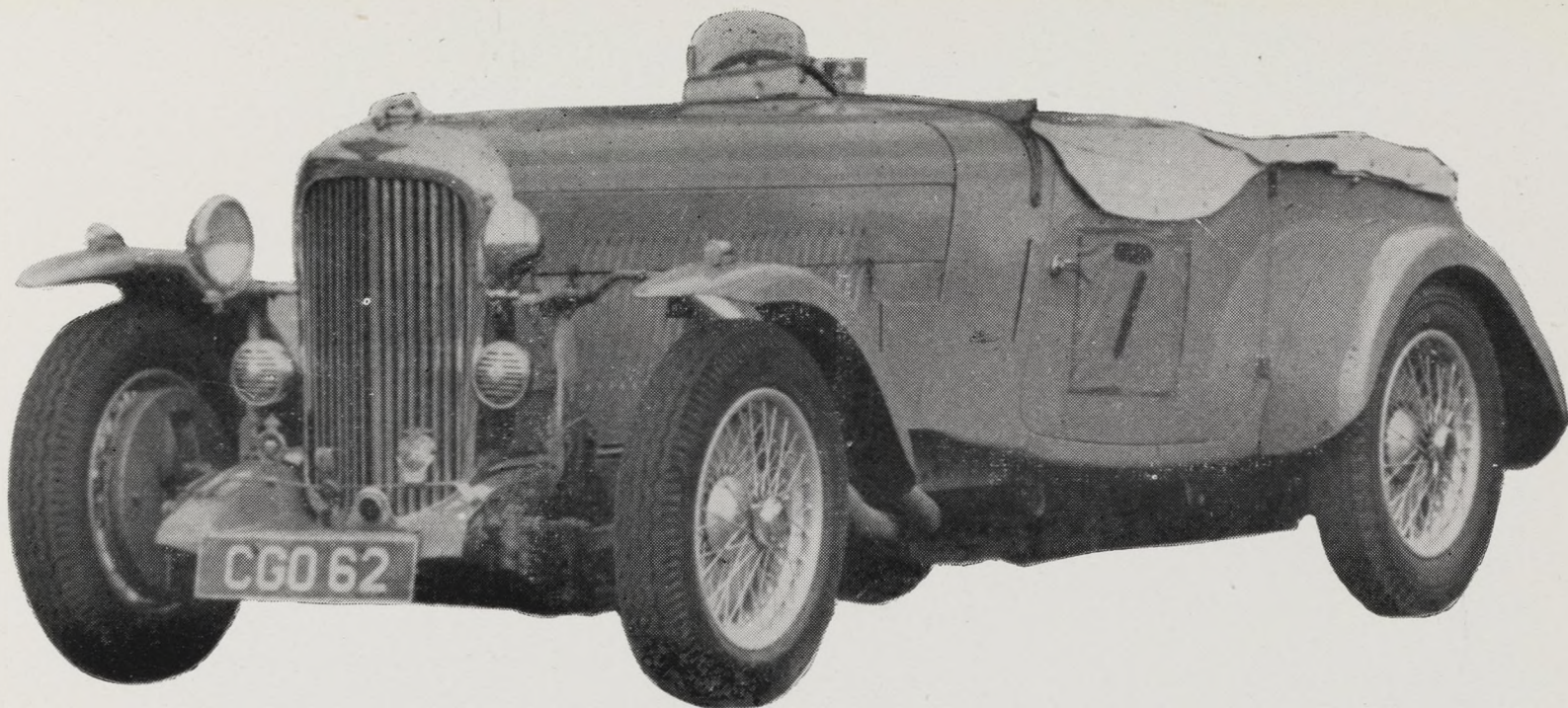
After a great deal of heart searching and bearing in mind that a re-spray was essential, I decided to sacrifice my lovely long sweeping wings, which were made of steel, with a heavy wire mesh stone guard beneath, and the heavy running boards. Light semi-cycle type front wings were substituted, and at the same time, the rear wings were made much narrower. The spare wheel was removed to the back of the boot, and only one carried instead of two. The spare wheel on the boot lid usually causes trouble on the M45 as it is too heavy for the structure to support, so I had the boot specially strengthened, although this involved sacrificing the ability to open it, it could still be got at behind the rear seat squab. The coachwork was cellulosed blue and all the chrome that needed attention, was re-plated. Smaller lamps replaced the P.100s.

These modifications completely transformed the car. Frontal area was substantially reduced with, consequent reduction in wind resistance, and fully  $3\frac{1}{2}$  cwt. saved on the total weight. Acceleration was noticeably improved, and the handling became unbelievably better. Even at low speeds the steering was light and dead accurate, and the excessive understeering character was eliminated. The result was that my lap speeds leapt up, and even in driving tests it was quite formidable. For example, it won the Southern Rally in 1954 and was fourth (1st,  $4\frac{1}{2}$ -litre) in the Alvis-Lagonda driving tests that year. Not only was the handling much lighter and more sensitive, but the driver's view much improved. On the track I was at last getting the odd place, including a first in the Post Vintage Thoroughbred race at the B.D.C. Silverstone.

### **'Hands-off' Braking at 100 m.p.h.**

I had the brake drums checked for ovality and lightly skimmed to remove slight scoring, at the same time the brake rods and linkage were completely re-newed. The moulded brake linings then fitted, demanded colossal pedal pressures to slow me down at racing speeds, there was some suggestion, that they had been affected by leaving them on while the car was sprayed. I must say that I have never heard that it was necessary to remove the brake shoes from a car before spraying, and as the makers expressed little interest in my problems, I approached Ferodo. They were most helpful, and finally recommended that as the brake drums were fully exposed, their D.M.8 linings would combine a high co-efficient of friction, with a satisfactory anti-fade performance. As this material was in short supply at the time, they kindly arranged to have the





#### PUTTING THE 'GO' IN CGO 62 (Contd.)

brake shoes specially re-lined for me at their works.

I can honestly say that I have never driven any car with such wonderful braking, as provided by this Girling system in perfect working order and these brake linings. Pedal pressures are reasonable, the brakes extremely powerful and pulled up absolutely dead true at any speed. One has read about "hands off" braking from 100 m.p.h., on CGO I have actually experienced it.

In an attempt to save more weight the Girling-Luvax Vane type dampers were removed from front and rear. This permitted too much bouncing at the front at high speed, so Armstrong Piston dampers were fitted to the front axle, to supplement the telecontrols. These were lighter than the original hydraulic units. The rear was controlled by the original telecontrols, which were satisfactory by themselves.

In this form the car was at its most perfect. The acceleration was tremendous 0 - 50 in  $8\frac{1}{2}$  secs.; 0 - 60 in  $11\frac{1}{2}$  secs. and 0 - 70 in under 17 secs., were achieved several times, and although it turned the weighbridge to 33 cwt. with only a couple of gallons of fuel aboard, it drove like quite a light car.

At the end of that summer disaster struck again. A piston broke just as the engine was being started, it was barely ticking over when it happened, it was one of those inexplicable things! Fortunately, I still had the old Martletts, which though noisy and of slightly lower compression, than the Silicons fitted the same bores. To compensate for their lower crown height  $\frac{1}{16}$ " was machined off the head. We calculated that this gave a compression ratio of between 7.75 and 7.8 : 1.

#### Short-lived Perfection

A few mild rallies were done before Christmas, 1954, and early in 1955 I entered three of the tougher long distance two-day events, without doing particularly well. The car seemed to be going beauti-

*Above and opposite (below): Two views of fully modified form at Silverstone 1954.*

fully, with every symptom of being in perfect tune, and could achieve 105 m.p.h. given room. Then all of a sudden at 2,800 r.p.m. in top, on Western Avenue, there was an almighty bang and a con rod appeared through the side of the crankcase, having broken off just above the big end bearing. It seems probable that this failure was due to running with too high a compression ratio for the weight of the car, which put a colossal strain on the rods during acceleration, and to my habit of running up to 4,200 in the gears when really hurrying. The rev. limits and compression ratios established by the makers obviously cannot be ignored without eventually having a serious blow-up and people who consistently over-stress this old machinery must do so with their eyes open, and develop magpie like qualities for collecting spares.

#### Rev. Limit Exceeded by 33%

It is an interesting fact that Henry Meadows Ltd., who made these engines, in their catalogues relating to this unit, state that the maximum torque is 215 foot pounds at 1,500 r.p.m. and maximum power 103 b.h.p. at 3,000 r.p.m. This was claimed for the engine using a 6 : 1 compression ratio with single ignition which were standard, though all the cylinder heads I have ever seen for these engines at Meadows were already tapped for two sparking plugs. the exhaust side plug holes merely being fitted with blanking off caps. Lagondas always claimed a much higher output, all their engines were fitted with two plugs per cylinder and had a rev. limit specified of at least 3,800. The brake horse power they claimed for the early M45 Rapides was 140. Modifications were made from time to time by Lagondas to the original Meadows' design, notably under the direction of W. O. Bentley, so that the latest L.G.s were



said to be safe up to 4,000 r.p.m. and had a compression ratio 7 : 5 : 1 for the Rapides. It seems likely that these increases represent the limit of development of this basically pre-1930 unit. Not only was the rev. limit increased by 33%, and a very substantial increase in compression ratio made, but the power output of the engine was eventually raised, more than 50%. It is also significant that in 1938 Lagondas dropped the 6-cylinder cars for Le Mans and put all their efforts into preparing the V.12 for the following year.

What I had done, was to try and get more out of the ESTB engine than Lagondas had out of the L.G.45, mainly by increases in compression with some attention to breathing. At the same time I was exceeding Meadows' rev. limit by 1,200 r.p.m. and going 200 r.p.m. over what Lagondas considered safe for their last development of that engine, which not only had the heavier rods, but also larger big-end journals and vibration dampers on the crankshaft. The performance figures for my car indicate that we were getting a good deal more power than standard, but I paid the price in my, at the time, unexpected blow up, admittedly after a successful and very hard season's racing in which the car was not spared at all.

I still wonder which factor was more important in causing this debacle, the consistent over-revving, or the extra high compression! At least I had the pleasure in indulging in both.

#### **Replacement Cheaper than Repair**

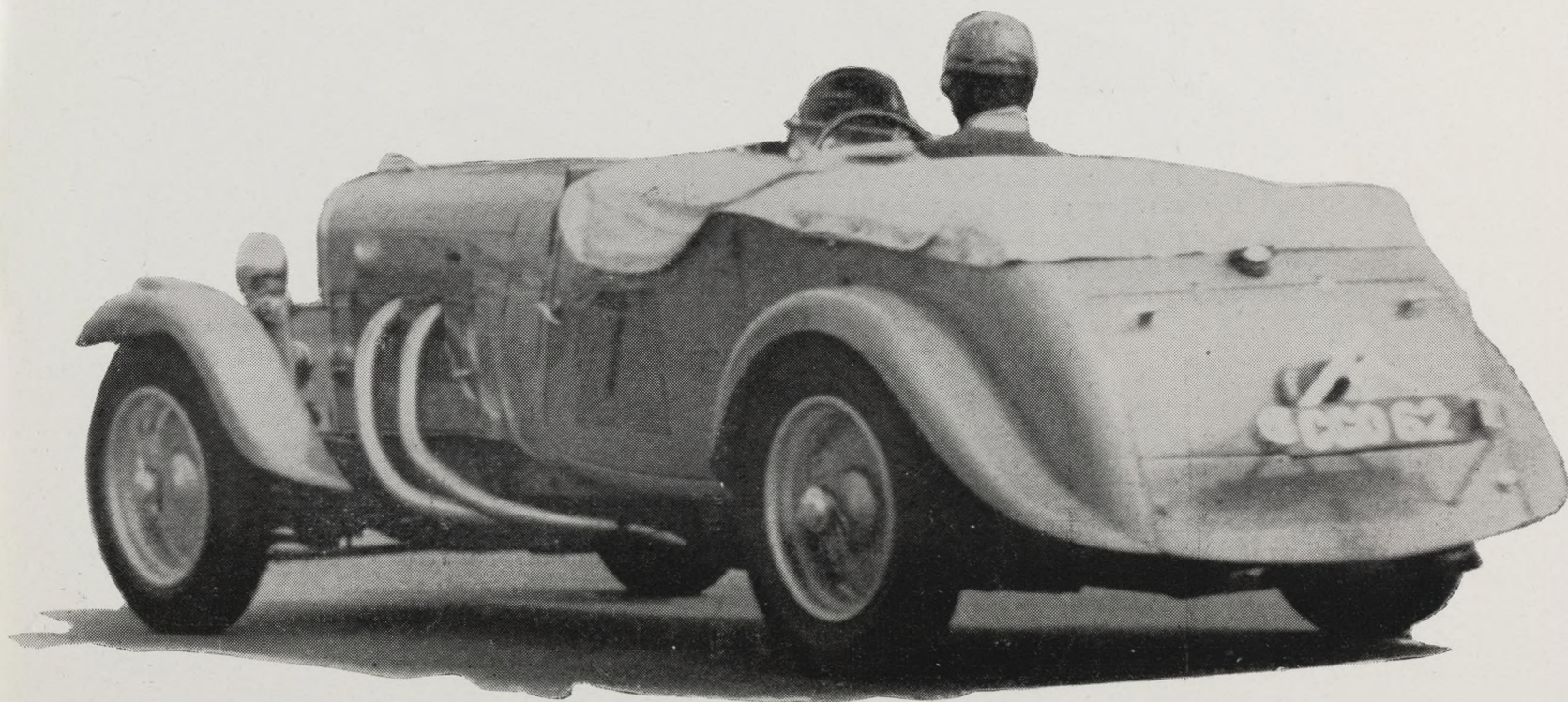
The engine was rebuilt from my extensive stock of spares that had been accumulated in a combination of judicious buying and free gifts (a surprising number of the latter) over the years. It is extraordinary how many people will point to some part, may be a con rod or a sump or a crank case and say you can have that if you like. At first you can't be

bothered to take them away, but eventually you realise the wisdom of accepting all gratefully. No attempt was made to repair anything, it being cheaper and more satisfactory to replace all damaged parts. Everything that was put into the engine, was sent to Laystalls for crack testing, and the bearings were metallised with racing metal and line bored by them. I decided to use a standard Lagonda sump and oil pump, which were lighter than the ESTB and carried  $2\frac{1}{2}$  gallons of oil instead of 5 gallons, a further saving in weight. In addition the standard sump stuck well down into the air stream and is very deeply finned, so was properly cooled, whereas, the ESTB sump was so wide and flat that it was completely shrouded by the chassis and it is practically devoid of cooling fins, the service design allowing for an oil radiator.

#### **Compromise on Compression**

It was now envisaged that the car might be used for extensive foreign tours and Rex, who was aware of this re-building, was consulted as to choice of compression ratio. A premium was to be set on reliability, and consequently standard M45 pistons were fitted. As the head had been machined they gave a CR of approx. 7 : 1, which was, of course, slightly higher than standard M45 ratio and below the Rapide ratio. These pistons were not given racing clearances, so the familiar piston clatter no longer emerged from the bonnet louvres, and as the exhaust system had always been very quiet, she now glides along as though propelled by a steam turbine.

No opportunity has yet arisen to obtain any performance figures, but even though it should theoretically, be somewhat less "hot" than formerly, it remains a very high performance car that combines speed with remarkable smoothness and silence and great precision of control.





COMPARATIVE PERFORMANCE FIGURES FOR CGO62

Model	Weight	0 - 50	0 - 60	0 - 70	Mean Max.	Remarks
Production M45 Rapide <i>Motor Road Test</i>	33 cwt.	9.4	14.6	21	98.4	Tested at Brooklands December, 1935
Production LG45 Rapide <i>Motor Road Test</i>	31 $\frac{3}{4}$ cwt.	10.2	12.8	18.4	100.6	Sanction III model tested at Brooklands June, 1937
CGO62 (1949)	36 cwt.	10.4	17	25	90	As purchased with compression plate
CGO62 (1950)	36 cwt.	9.8	15.6	22.6	99	Compression plate removed running on 80 octane CR 7.5 : 1
CGO62 (1951)	36 $\frac{1}{2}$ cwt.	9.0	13.0	19.2	100	ESTB engine fitted with 7.6 : 1 Martlett pistons and modified exhaust system. 1951
CGO62 (1953)	36 $\frac{1}{2}$ cwt.	8.8	12.2	18.2	104	ESTB engine head polished 7.75 : 1 special pistons. Recondit'd carbs. and magneto
CGO62 (1954)	33 cwt.	8.2	11.6	17	105	ESTB engine 7.75/7.8 : 1 compression. Coachwork mods. to reduce weight and wind resistance.

A few words in explanation of the above figures must be written. First of all I have never come across any Lagonda 4 $\frac{1}{2}$ -litre which weighs as little as claimed in the road tests. The club has put many on the weigh bridge in handicapping the Southern Rally. In the case of my car, two spare wheels with special side mountings and an extra large petrol tank and other minor coach work differences, notably steel front wings (while the road test car had alloy wings and a rear mounted spare), account for it, and the side mounted spares increased my frontal area too. The increase in weight of CGO62 after fitting the ESTB is due to that engine being slightly heavier than the original one, with double the oil capacity.

All my timing was done by hand from inside the car, rev. counter readings corrected to m.p.h. were used. The rev. counter had been overhauled and checked for accuracy by Thos. Richfield.

All figures were taken screen up, except the 104 m.p.h. max., this was taken screen and hood up,

one way only, but repeated screen down two ways at a later date, in both cases small shallow headlamps turned sideways replaced the P.100s. The first time a mean 100 m.p.h. was reached was also screen down, but with P.100 headlamps. After fitting the ESTB engine with 7.75 : 1 pistons the P.100 headlamps were permanently replaced with much smaller and lighter ones. In its final stage of development I feel that a little more than 105 m.p.h. could have been achieved with the screen down. Remember a 1937 LG45 Sanction III Rapide was timed at 108 m.p.h. at Brooklands by the *Motor*, and there is no doubt that CGO easily outperformed every *unmodified* LG45 Rapide in use. I think also that the recorded acceleration figures do not represent the best of which the car was capable in its final form. They are impressive even by today's standards, but they were not taken under the most favourable conditions of road surface, and the course available had a distinct bend in it.

L.M.S.



# One Enchanted Evening!!!

by a member of 'The Lagonda' Night-Reporting Corps

AS IF FINALLY to confound that now mythical Jeremiah who has been so often quoted of late as saying that competition was not wanted in the Club the first Club dinner for competitors and marshals attracted more "entries" than could be accepted. It proved such a first-class evening that its inclusion in next year's calendar is assured.

Despite the fact that the announcement in the last magazine concluded with the three ominous words "Accommodation is limited", quite a few eligible members left it too late and there was some sore feeling when Charles Elphinstone displayed the "House Full" notice and refused proffered ticket money. Let it be said here and now that there was no favoured selection, no discrimination—just a plain "first come, first served" issue of tickets until the total capacity of the dining room had been reached.

Those who arrived at the RAF Reserves Club expecting a "Stag" party found themselves well off the beam for a fair number of members of the "other" sex were rightly present—Nancy Audsley and the Elphinstone Ladies who ran AMOC pits among others.

As the menu was printed in English, Charles Long was cheated of acting as interpreter!! After Bob Wright had said Grace!!! the company was kept silent by

Cream St. Germaine  
—  
Mixed Grill  
Tomatoes      Mushrooms  
Garden Peas      Finger Carrots  
French Fried Potatoes  
Creamed Potatoes  
—  
Peach Melba  
—  
Coffee  
Roll                      Butter

Your reporter did his good deed of the evening by drawing the waitress's attention to the size of Harry Gostling, pointing out the utter inadequacy of one small lamb cutlet and prevailing upon her to serve him an extra one (thereby risking instant dismissal and also jeopardising the chances of Alan Audsley who was at the end of her stint).

Most members took wine, Donald Overy who is by way of being something of a *vigneron* himself reporting that the Claret was both good and reasonably priced. The *vin rose* was found to be *tres agreable* and *pas acide*.

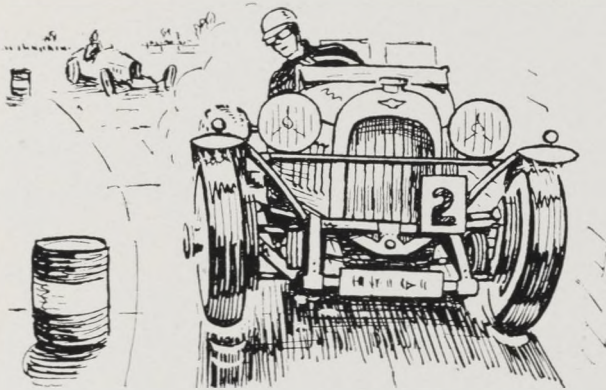
After the Loyal Toast the Chairman rose to speak. Whoever wrote his speech for him deserves full marks for he did the (W)right thing by the visitors who included Col. Berthon of the Bentley Drivers Club, Bunny Tubbs, Barclay Inglis, Maxwell Lloyd, George Monkhouse and Alan Dakers. This effort brought Barclay Inglis to his feet in retaliation on behalf of the visitors. He too, singled out various personalities, stringing his character studies together in a witty parody of the then new nine-days-wonder I.T.V. . . . and including such cracks as Charles Long living on the immoral earnings of his 2-litre and Rexford-Welch's commercial tie-up with Nescafe.

George Monkhouse as principal guest and speaker, more than earned his meal with a most interesting and provocative talk about the Mercedes racing set-up. Even if all present could not agree with all he said there was certainly unanimity about the intense interest and the entertainment of his presentation.

Billy Michael rounded off an exceptionally pleasant evening by proposing a vote of thanks to George Monkhouse but there could well have been another to include himself and Charles Elphinstone—it was Billy's idea and the venue was Charles's club.



# COMPETITION NOTES



BY DR. REXFORD-WELCH

## Looking Back on the Year 1955

It would not, I hope, be "*contra bonos mores*" in this, the last, Competition Secretary's report of the year to state that — 1955 has been the best year ever in Lagonda Club History, without exception, in relation to competition. . . .

Perhaps weather-minded members gazed in their crystal balls whether or not the sun smiled on all meetings and our turn-out got progressively bigger and for that matter more successful! Many a Lagonda accustomed to the mundane family chores was cleaned, polished and set on the road to Silverstone and returned with a distinct smile to its credit.

Undoubtedly our noble Editor would not permit space to dwell on all events in which members of the Club entered but at least three bear repetition—The 8 Clubs Silverstone Lagonda Race, the Bentley Drivers Club Silverstone Lagonda Race; both these races produced a sufficiency of Lagondas for a serious race to be run, handicapped by the Club hence a close finish ensured—the criterion of any good race—and all beginners having the knowledge that they would be driving amongst friends who were aware of their lack of skill, a comforting thought. The third significant event was the relay race in the A.M.O.C. meeting where the Club entered three teams; our first team leading for the majority of the race to the surprise and later consternation of many pits. The

final placing of the teams at 4th, 5th and 6th speaks for itself.

It would be easy to pick out certain drivers from the Club and dilate on their prowess; however the effort this year to put Lagondas on the competition map has been a very family and communal one, the aim being commonly shared by the fastest and newest and the oldest and slowest. So let us generalise and say that all competing members have had a good season, have learnt a lot about the race game—this has been abundantly proven by their improving times thro' the season. On the track all have been courteous and no car has been involved in an accident or for that matter has drawn unfavourable comment from the Stewards or other competitors. On these facts alone all can justly feel elated and let us hope that the 1956 season will see even greater things. . . .

## A Great Occasion

Competition Notes has, from obvious necessity, been confined in the main to event primarily Lagonda but this year we were privileged to play a small part in one of the most important events of the season—The Vintage Sports Car Club 21st Party at Goodwood. In this event the "one make" Clubs provided a very special display for any number over double figures of cars such as ours is always an imposing sight and our 14 on the track in formation was as good as any array of tanks in the Red Square on Moscow's May day caper. The Club was also represented on the organisation side by George Sanders whose business efficiency withstood the test of organising the 239 Veteran, Edwardian and Vintage Cars who took part in the parade. In the tests the Club was represented by Maurice Leo (blown 2-litre) and Douglas Price (3-litre) and their 4th place commanded considerable merit.

It would not be out of place to mention some of the great names in the motoring world who attended the meeting for this alone bears out the importance of the occasion and pleased we can be to think that the Club was present amongst such notables as—F. S. Bennet, Sir Francis Samuelson, George Lanchester, C. Bianchi, Baron Henri Petiet,



Moore-Brabazon, H. R. Godfrey, George Roesch, Captain Frazer Nash, Percy Kidner, Kensington Moir, Lord Essendon and the Duke of Richmond.

Congratulations V.S.C.C. you have done much for the cause of Vintage Motoring.

#### Competitors and Marshals' Dinner

Though this feature is described elsewhere, Comp. Notes would not be complete without some mention—let it be this. Tickets limited to 50 were sold long before the day and many had to be turned down, so next year we can prepare for a bigger and better dinner!

#### Good News

The grape vine has churned out the excellent news that our friends the Bentley Owner Drivers are going to run a rally this coming year. It is known that it will involve less milage, in particular "dead" milage and that the rally will end nearer home for most people than the old traditional Eastbourne finale. This news will cheer many heart as this event has been missed from the calendar and mourned by many a Lagonda owner.

C. R-W.

#### Results of 1955 "Points System" for Club Awards

Michael, L. S. (1st)	..	..	118 points
Wilby, M. H. (2nd)	..	..	96 points
Mulholland, H. (3rd)	..	..	93 points
Leo, M. *	..	..	84 points
Price, D.	..	..	77 points
Crocker, J. W. T.	..	..	73 points
Page, R. S.	..	..	43 points
Long, C. L.	..	..	26 points
Paines, R. H.	..	..	17 points

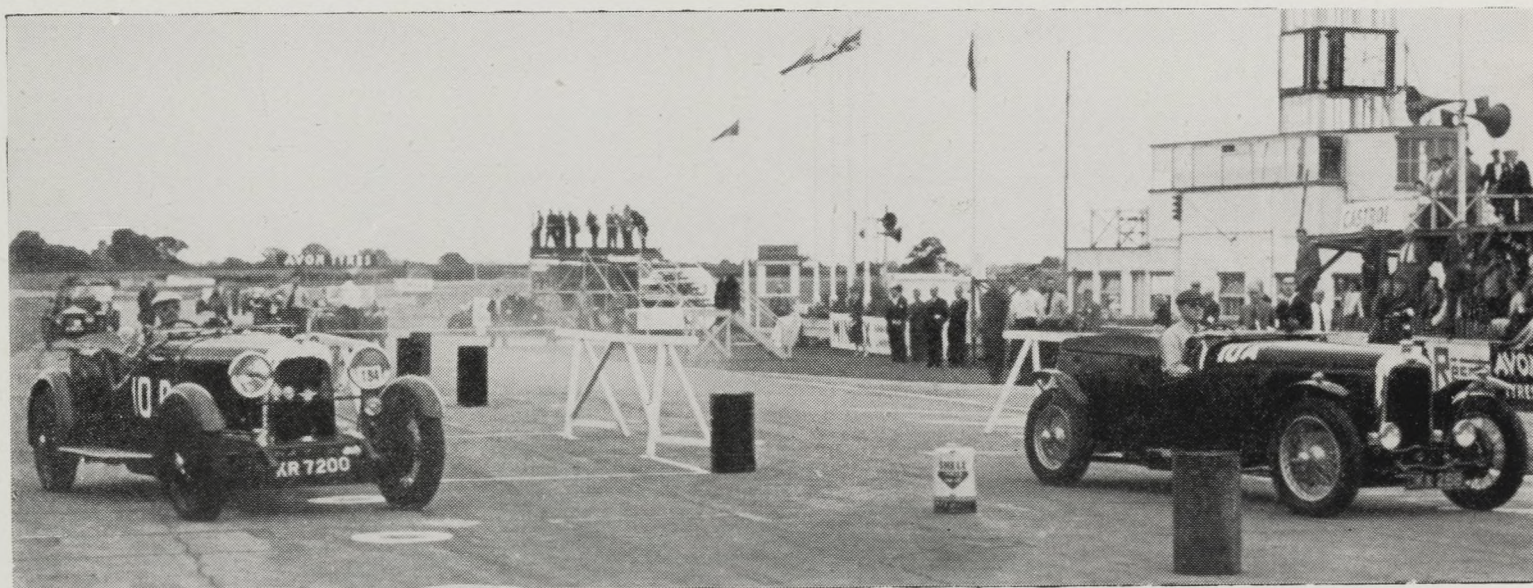
\* Best 2-litre Lagonda.

#### Marshal's Award

Rexford-Welch, S. C.	..	..	55 points
Price, D.	..	..	40 points
Long, C. L.	..	..	10 points
Paines, R. H.	}	..	5 points
Leo, M.			

#### Trophy Winners

Densham Trophy	..	M. Leo
Car Club Trophy	..	L. S. Michael
Night Trial Trophy	..	J. W. T. Crocker
Michael Trophy	..	M. H. Wilby
Marshal's Award	..	S. C. Rexford-Welch
Committee Trophy	..	J. W. T. Crocker



D. Price, 3-litre (left) and M. Leo, 2-litre (right) at the V.S.C.C. 21st Anniversary Rally at Goodwood, Sept. 1955

★ ★ ★

**YOU** are wanted as a marshall — please see me. C.R.W.



# Commentary On OUR NOVEMBER HANDICAP

by the Hon. Competition Sec.

THE ANNUAL INVITATION event run by our Club has passed through many vicissitudes. In the early days, before World War II, it amounted to a very small hunt around the country which needed only a very mediocre map and the competitors were well nigh "beamed" into the points—all naturally being over before night-fall; later events were run in which the clues were of a semi-humorous nature—marshals in coffins (many will agree with this!) or up trees, these events were well supported and only when the idea had been imitated by so many other clubs that all novelty had departed, was the big step taken when stalwart Arthur Jeddere-Fisher ran the celebrated "Lagonda 24" — an event that involved strenuous motoring over a very large area of Wales, a bit of humour by Ian Lumsden, regularity tests—in

BILL BIGEND says



"They're like me, Guv—built solid! Real good stuff and plenty of it!!"

fact the lot! The event was popular but was marred by a breakdown in the marshal force who were asked to do too much too quickly. After this event the "Handicaps Series" began under the guidance of Mike Bosworth. These became popular and offered a miniature rally with the idea of providing serious motoring at not too great a distance penalty—in other words, economy was the Club's watchword. Our present 1955 Event comes in this last category, though with the mileage extended, and judging by the entry the club's pockets have been sufficiently deep to cope. It is hoped that any members with concrete ideas of what we should try and accomplish *next year* will put pen to paper and voice their views either in public in the magazine or in private to the Competition Secretary.

## Great Price/Wareham Effort

This year Harry Wareham of Midlands fame and Duggie Price of Oxford notoriety ran the event and a jolly good show they made of it—few members realise the vast amount of work necessary to make a Rally tick, let alone run smoothly, and this rally was as smooth as the "Babies' dimple" location. These gallant gentlemen had to overcome *en passant*—the Police, the R.A.C., the Local Farmers, Hoteliers and the Air Ministry to mention a few! The Club is most grateful for their efforts and also those of the marshals, who, any competitor will agree, must have spent some fairly miserable hours in the fog-bound shires. (*Ideal for mouse hunting—Author.*)

## Nuts for Tortoise

At Brimpton Grange 45 jolly competitors signed in and instantly tried out the very charming bar of that well disposed hotel, 30 members and 15 guests—an impressive turn out and it was nice to see Bentleys, A.C's and Alvis's rubbing shoulders (wings?) with Lagondas. This merry gang set out on a 30 mile tour of most lovely Oxfordshire lanes in a quest for hidden word clues; in the course of which many words emerged that should have been hidden according to the Oxford Dictionary! Tortoise Taylor was viewed trying to buy nuts from The Bear at Woodstock after an architectural wander around that hamlet on foot—it is recorded that he lost his



car's location in the process. The rugged structure of the front end of Bentley carriages was also well and pointedly demonstrated to the author going South when one was encountered hurrying North along a small lane busily navigating himself away from the test area!

### Enjoyable Tests

The two tests consisted of a garage parking test and a straight forward dash around a hurdle. All easy and plenty of room on a nice flat slidy surface. All competitors obviously enjoyed themselves, Maurice Leo and Mulholland in particular, the latter doubling the distance of the test by going sideways. Amongst our guests Harold Day (A.C) and Bolthorpe (Alvis) were singularly neat and had obviously done this sort of thing before. Scates who had dumped his portable harem for the test demonstrated that his driving improves when the back seat influence is removed. (*This also goes for certain front seat passengers.—Author.*) With the shades of night drawing on the competitors folded their tents and arab-like stole away leaving George Bussey and the Hulton van to clear up the mess—the marshals' privilege!

### Sheep and Goats

Tea (high) was taken at the White Hart, Chipping Norton and very welcome too, Competitors and Marshals fed in separate rooms, no doubt to avoid bloodshed or perhaps on the House of Commons—House of Lords set up? However, the time passed rapidly and soon the sound of blows and whips cracking denoted that the marshals had turned the competitors out to essay the night section. This section consisted of straight-forward map reading on roads that, though narrow and twisty, were quite fairly negotiable but if once off route it was obviously a time-consuming act to get back. In the first twenty miles, which included two points, the only snag of the Rally or for that matter any rally cropped up—FOG, speeds were reduced to 5—10 miles and nobody enjoyed the exercise. Point 2 was unmanned due to the marshal becoming unhorsed in a ditch in a big way, Charles Long tried to pull the car out but the 3-litre only snapped the tow rope (a club one)

and Charles had regretfully to proceed, now very late, with the rest of the course—a kind gesture.

### Nocturnal Diversions

During the night many members were observed—Bartleet explailing to Audsley, the latter very white-faced, that he carried extra ordinance sheets so they could turn round if they ran off the rally map—no compliment to the “Hip-Bath's” brakes. The Michael entourage bristling maps, set-squares, compasses, torches, and other bric-a-brac supervised by “money bags” Elphinstone



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# NOVEMBER HANDICAP (Contd.)

appeared to be doing nicely but the dynamo decided that life was not what it might be and packed in—exit Billie. The Scrates harem hummed with activity, “turn left”, “no right”, “where is my hand bag” was frequently encountered on and off course a few tootes on the French horn would have completed the picture. Colin Burger in the drop-head Rapier appeared at one stage to be very much in the running which considering he comes all the way from Dorset is as it should be. Also Buchanan from Southampton in a 4½ pressed on despite the fog and appeared to hold his average. Phillips and Morris were seen to be in difficulty at the second control from the end when the size of the 2-litre was demonstrated as a hazard to backing!

Richard Hare, the 4½ as usual in concour condition and the owner most beautifully dressed, passed the time of night most courteously with all marshals and then departed in a little screen of burning-rubber smoke to belie the car’s opulent looks. Duncan Westal in a Fiat disappeared during the night and no

news to date, we trust that if it was a ditch, it was a dry one. Navigator Hill-Smith explained all through the night to “D’B” Michael, that they would be doing better in his open 4½???

## Fraternal Finish

The finish was at the most long-suffering pub in England—The Saddlers Arms—where *Dink* and *Dug* cheered the weary in a most practical manner. The crush was monumental and the hubbub and warmth most welcome after the dark lanes. Soon further facts were learnt:

Mulholland—gearbox passed out near Morton in the Marsh—Henry had to do a little pushing.

Peter Gwyn—Thought he had done a half shaft but found it to be only a super slipping clutch.

Bartleet—Reported loss of floorboard and all his cleaning materials fallen out. This, something of a surprise as it was not commonly known that the hip bath is ever cleaned.

Bussey—Reported the “Hulton” van to be without much in the way of a battery. Tony Pressley disagreed and attempted the journey to Sutton, Surrey—rang from Oxford to say Bussey right!

It would be easy to go on gloating in this vein but enough.

Due to the fog the possibility of getting results out was slim but it was clear that only about 7 or 8 entrants had got round without a lateness of over 30 minutes which disqualified and as this article goes to press the following result can be given—

Overall Winner: James Crocker, Lagonda

2nd H. Hogg (tied with Crocker on the road but went down on the tests) A.C.

3rd M. Wilby, Lagonda

4th G. Walters, A.C.

5th D. Mitchell, Lagonda Member driving Aston Martin

6th J. Bowthorpe, V.S.C.C. driving Alvis

7th Ross-Watt, Lagonda member driving V.W.

Thus ends the 1955 Rally aptly summed up by a countryman in the public bar of the Saddlers who said “*de gustibus non est disputandum*”.

REXFORD-WELCH.

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**16/80 Tourer 1933.** Amazing condition throughout. Pledger, 7 Crown Hill, Rayleigh, Essex.

**2-litre 1933.** Mechanically perfect. Body and chrome, P100s etc. faultless. New tonneau. Reconditioned back axle recently. No oil. 26 m.p.g. Very reluctant sale as business compels. Saloon £150 offers.—Davies-Holmes, 26 Seaway Road., Paignton, Devon.

**16/80 What offers.** 16/80 1932 Lagonda special 4-seat open tourer to be seen c/o Major Tremlett, St. Richards, Little Walvern. Tel. Malvern 309.

**4½-litre M45 Tourer** quite standard and in good order, oil pressure 50 lbs. hot, new hood and tonneau, complete set of screens—£175—owner J. M. Bosworth at present in U.S.A. apply P. Whitman, 17 Lewis Road, Sutton, Surrey. Tel.: Battersea 2451.

**1938 V12 Short Chassis Drophead.** Black, red leather, maroon hood. 2 owners. The first had all maintenance done by Lagonda. Since 1953 when I bought it, all work has been done in my own factory. Sanction II engine and standard mods. Extras, Venton dampers, on front, Roadmaster springs no rear. Flame thrower and matching fog lamp. Windscreen washer. Compass and clock with trip winder to 12 hours. All in much better condition than average and complete with instruction book and original special tools. £600 but would discuss with serious buyer. Any trial in London, Surrey area. Telephone Ashted 3401 till 6 p.m. Nutfield Ridge 2267 evening—Lowther, Halfway House, Nutfield.

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# 1956 DIARY OF EVENTS

Thursdays	19th	January	London Pub Meets
	16th	February	Coach and Horses
	16th	March	Avery Row, W.1.
Sat./Sun.	7th/8th	April	<b>Bentley Drivers C. Rally</b>
Thursday	19th	April	London Pub Meet C & H
Sunday	22nd	April	<b>Map-reading Event</b>
Thursday	17th	May	London Pub Meet C & H
Saturday	26th	May	<b>Southern Rally</b>
Saturday	2nd	June	<b>8 Clubs Silverstone</b>
Thursday	21st	June	London Pub Meet C & H
Saturday	23rd	June	<b>Northern Rally</b>
Thursday	19th	July	London Pub Meet C & H
Saturday	4th	August	<b>Bentley D.C. Silverstone</b>
Thursday	16th	August	London Pub Meet C & H
Sunday	16th	September	<b>Alvis/Lagonda Rally</b>
Thursday	20th	September	London Pub Meet
Sunday	23rd	September	<b>A.G.M. and Concours</b>
Fri./Sat.	5th/6th	October	<b>8 Clubs Rally</b>
Thursday	18th	October	London Pub Meet
Thursday	15th	November	London Pub Meet
Sat./Sun.	17th/18th	November	<b>Lagonda November Handicap</b>
Friday	7th	December	<b>Christmas Party</b>
Thursday	20th	December	London Pub Meet

## Stop Press

### ALVIS/LAGONDA FILM SHOW

A Combined film show by Alvis Owners Club and Lagonda Club will be given Tuesday, 6th March at Duke of York public house, Great West Road, Brentford at 7.30 p.m. Programme will include our AGM colour film. No tickets necessary—just turn up with Club tie or lapel badge and PLEASE don't be late and disrupt other folk's viewing.

★ ★ ★

### STERLING MOSS WILL USE LAGONDA AS PERSONAL CAR

Stirling Moss has signed contract with David Brown Racing Team for 1956 and will use a Lagonda for his personal motoring.

★ ★ ★

### DON'T FORGET OUR APRIL CHILTERN EVENT SUNDAY AFTERNOON 22nd APRIL

★ ★ ★

### LATE PUBLICATION

Publication of this issue, arranged by the Editor for early January, has been greatly delayed by the dispute in the printing industry. Will those impatient members who have been pestering the ex-Hon. Sec. please take note of this and also the fact that there is no fixed publishing date. *The Lagonda* appears four times a year, once during each season and is dated accordingly. So far, no issue has appeared out of season.





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## 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.

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