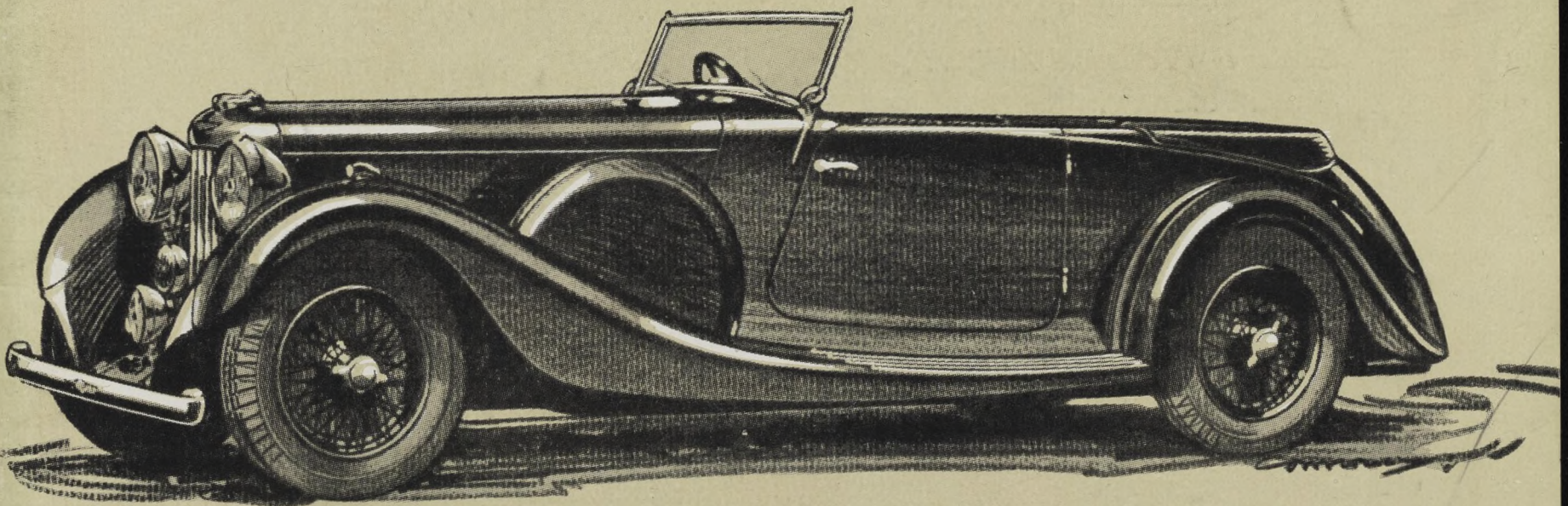
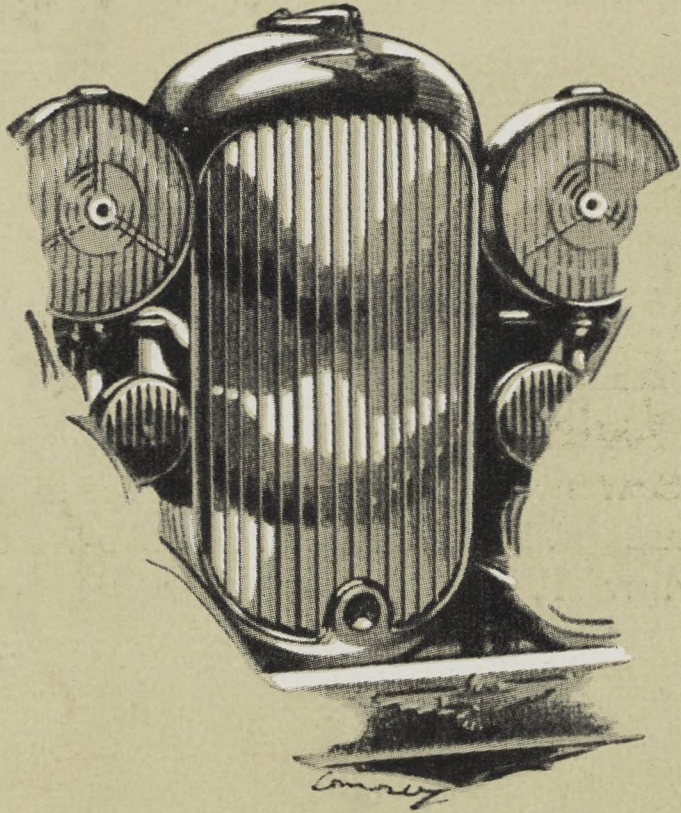
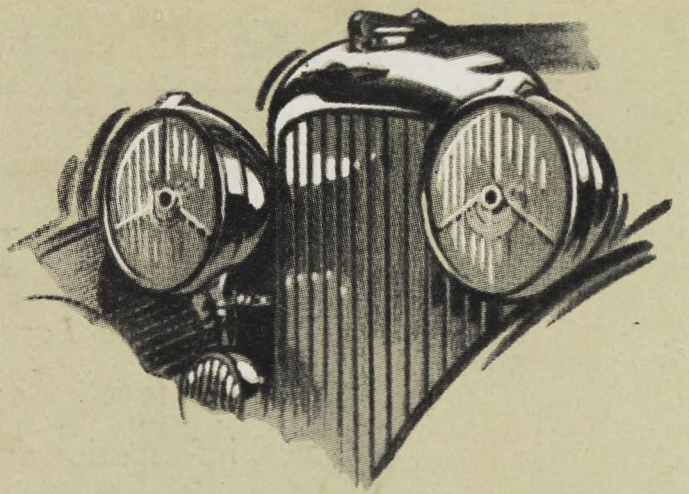


The Lagonda

No. 20

SPRING/SUMMER 1956



THE LAGONDA CLUB

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

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

Patrons :

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

Executive Committee, 1955-6

Chairman: R. FREEMAN-WRIGHT

A. K. AUDSLEY P. G. BARTLEET D. H. COATES J. W. T. CROCKER C. ELPHINSTONE
I. FORSHAW C. L. LONG L. S. MICHAEL R. H. PAINES S. C. REXFORD-WELCH
T. H. WAREHAM M. H. WILBY F. N. V. WINKWORTH

Hon. Treasurer:

C. ELPHINSTONE,
The Lodge, Woodcock Hill,
Berkhampstead, Herts.

Northern Hon. Sec.:

D. H. COATES,
Hill Farm,
Swine, near Hull.

Hon. Competition Sec.:

Dr. S. C. REXFORD-WELCH,
124, Clarence Gate Gardens,
Baker Street, N.W.1.

Midlands Hon. Sec.:

T. H. WAREHAM,
Hay Wood Cottage, Five Ways,
Hatton, nr. Warwick.

Spares and Technical Advisor:

I. FORSHAW,
Lyngarth, Sandcotes Road,
Parkstone, Dorset.
Parkstone 3149.

Hon. Editor: THE LAGONDA,

FRANCIS WINKWORTH,
'Tio Pepe',
Kingston Bridge Steps,
Kingston-upon-Thames, Surrey.

All General Correspondence to be addressed to the Secretariate:—

THE LAGONDA CLUB, 1st FLOOR, 9, SOUTHAMPTON PLACE, LONDON, W.C.1.

are you a ...



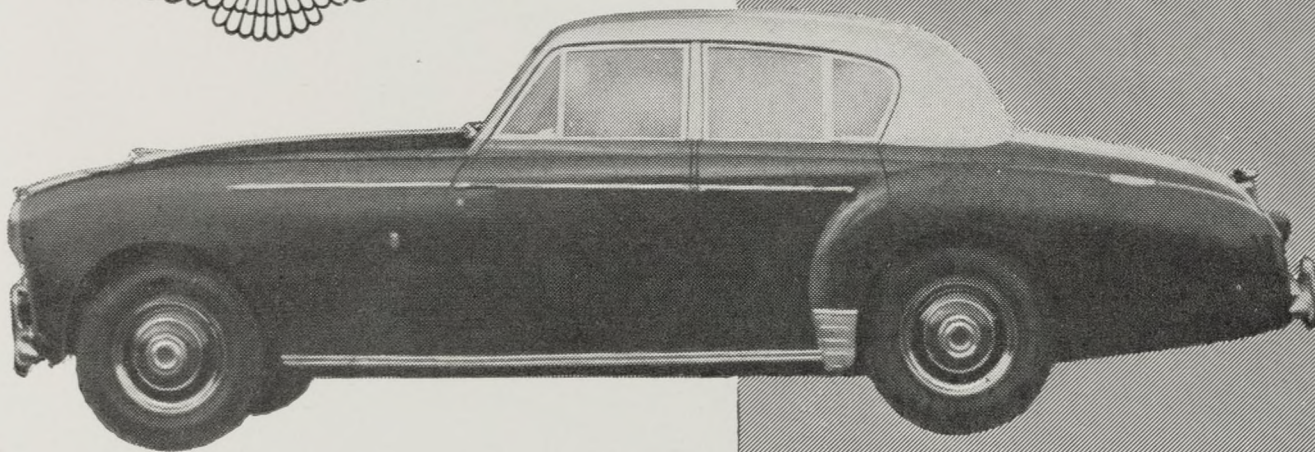
scratch starter ?

Because if you are, you are causing abnormal wear in your cold engine every time you press the starter button. You should remember that there is a dangerous time-lag between engine starting and full oil circulation. Oil has drained down from the cylinder walls while the engine is at rest leaving vital surfaces unprotected. Bare metal-to-metal friction scratch starts can occur during the first few thousand engine revolutions. How to prevent this—*Lubritection* of course. **Havoline** is the only oil that gives you *Lubritection*. It lubricates and protects. It contains special additives, which make it cling to metal so that engine surfaces are always covered, always protected—even when a car is laid up for months. For full lubrication from the moment the engine turns over and protection from corrosion, carbon and sludge—ask your Regent Garage for Havoline. Only Havoline gives you *Engine Luornection*. It's a sure protection against a 'scratch-start'!

IMPORTANT: No need to wait for an oil change to enjoy the benefits of this superb oil. Havoline will safely mix with—and enrich—any standard grade already in your engine. You can top-up with Havoline today.



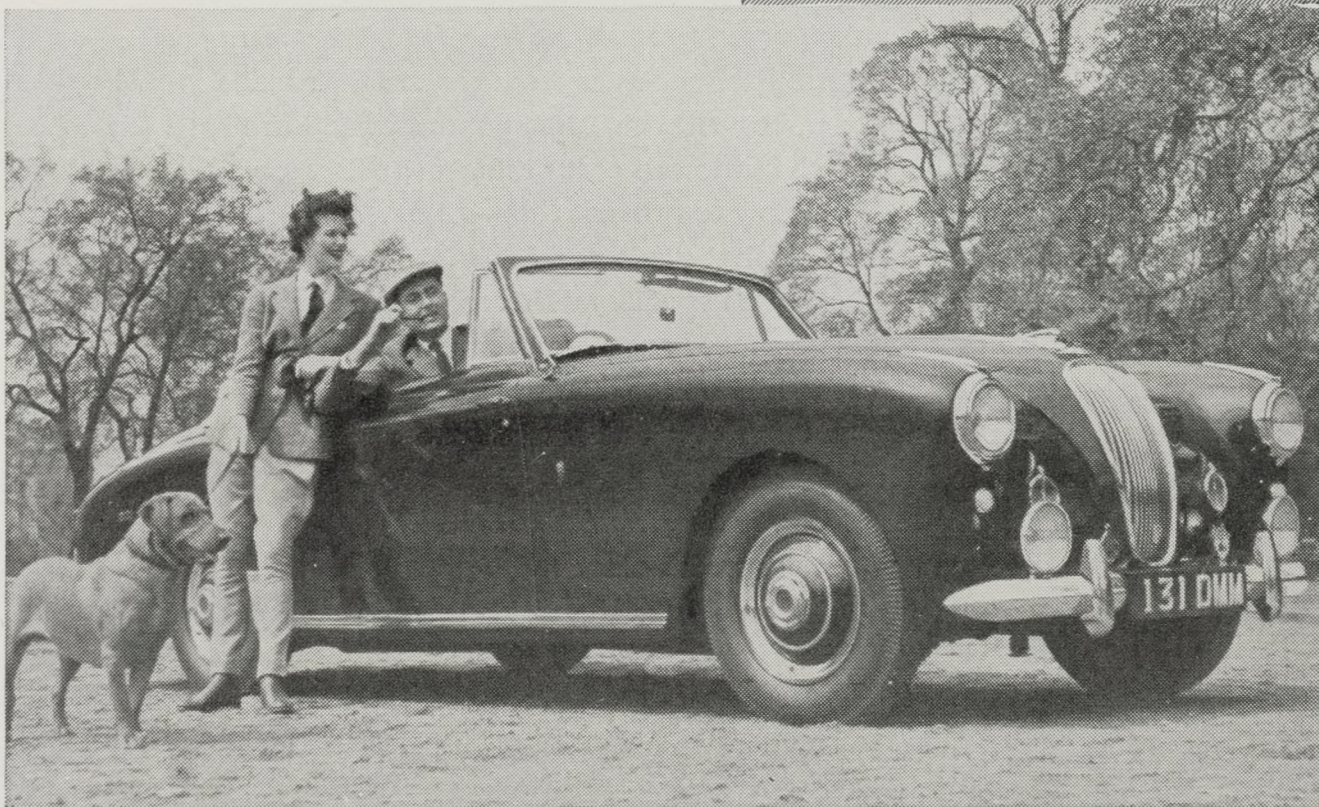
Lubritection—BY THE REGENT OIL COMPANY



THE ILLUSTRIOUS

Lagonda

Certain qualities and degrees of excellence
have long been associated with Lagonda. Notably among them are
beauty of form, dignified comfort, and exquisite manners at 100 m.p.h.



THE DAVID BROWN CORPORATION (SALES) LIMITED · LAGONDA DIVISION
96/97 PICCADILLY · LONDON · W.1

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 Fepe', Kingston Bridge Steps, Kingston-upon-Thames, Surrey

CONTENTS

	Page
EDITOR'S NOTEBOOK	4
Allen Cartoon—G. W. ALLEN	5
Another Good Evening... ..	6
The Lagonda Club Awards—HON. COMP. SEC.	8
LOOKING BACK	
100 miles in the Hour	10
The Lagondas in Russia 1910	14
Champions' Choice	17
2-Litre Among the Aligators—CHARLES LONG	18
The Lagonda Light Car, Part 2—ALAN K. AUDSLEY	20
REVIEWS	24
Northern Notes—D. H. COATES	26
Competition Notes—DR. REXFORD-WELCH ...	27
I.R.S. of the DB 3-Litre	29
Spares and Technical Topics—IVAN FORSHAW	30

OUR COVER PICTURES

A *montage* of some of the beautiful illustrations by Connolly reproduced from a two-colour sales brochure issued in 1936/37 by L. G. Motors (Staines) Ltd., as the Lagonda firm then was, looks back to the golden days and the LG45. The advertising agency responsible for producing the catalogue (probably the aesthetic peak of Lagonda paper production) still handles the Lagonda advertising account.

QUADRIMENSUAL

OWING to the *contretemps* in the London printing industry at the beginning of the year our Winter issue was very much delayed. Rather than have the Spring magazine too quickly after the Winter one it was decided to telescope the two following issues and to make this a combined Spring/Summer number. Thus there will be but three issues of the magazine in the current Club year.

To go back to the unfortunate Trade hold-up, how many members realise just how lucky we were to get the magazine as we did? With greatly depleted staff (and without recourse to "blackleg" importation) management and apprentices joined to complete the job and to effect delivery in the middle of a period when there were no periodical publications at all (except a very few from non-T.U. houses) in the London area.

Fortunately we can once again count on the skill of our craftsman friends and normal quarterly publication will be resumed with the Autumn issue which is planned for early September.

THE EDITOR'S

Notebook

WHITHER THE CLUB?

In February 1954 I wrote an analytical letter which appeared in the magazine under the above heading. The misgivings then expressed remain unto this day for little has been done to safeguard and promote progressive development. It is ostrich-like to imagine that pleasant junketings in pubs and on the track are all that is needed for the good health and longevity of the Club. Indeed, the growing interest in competitions, although most gratifying, by hastening senility and increasing the mortality of spares, and even of entire cars, actually hastens the day of crisis unless there is some planning and organisation substantially to increase membership. The credit squeeze has not been unnoticed in its effects upon our register. Apart from the DB Lag owners, there are still *very many* owners of pre-War cars who are unaware of the Club's existence. To argue that it is undignified to organise openly and unashamedly for new members is to adopt the pose of an "impoverished gentlewoman" who lingers on in increasing helplessness.

* * *

MR. HARTOP'S ALBUM

Bill Hartop has taken very considerable exception to my remarks in the last issue. He has written very strongly to the Chairman because he considered I gave the impression that the Photo Album was Club property. The letter stated that Mr. Hartop has personally paid some £20 out of his own pocket in preparing the album and that apart from this question of personal expense, the size and historical value of the album prevent its general circulation.

It is of course a fact that no Lagonda Club funds have been paid to Mr. Hartop for the album.

Times have changed since the days when the 2-Litre Register Photo Album was freely available to members.

* * *

IDLE ARCHIVIST

Archivist Alan Audsley complains that past appeals for all manner of information and photographs of the Lagonda past have had negligible results. If you have a cutting, a photograph or a memory of an incident, person or car, even if you think it must be generally known, please be on the

safe side and send it to Audsley who, as Club Archivist, is trying to collect every scrap of information and illustration for an authoritative history of the *marque*.

* * *

COVETED CASH

The Aston Martin Owners' Club accounts show a useful sum of over £300 as proceeds from the Club Sweepstake. These Amoc's are go-ahead chaps! If you are thinking what I think my comment is "Why not?" Even half that amount would give many more illustrations in the magazine and would lessen the tension between Moneybags and self!

* * *

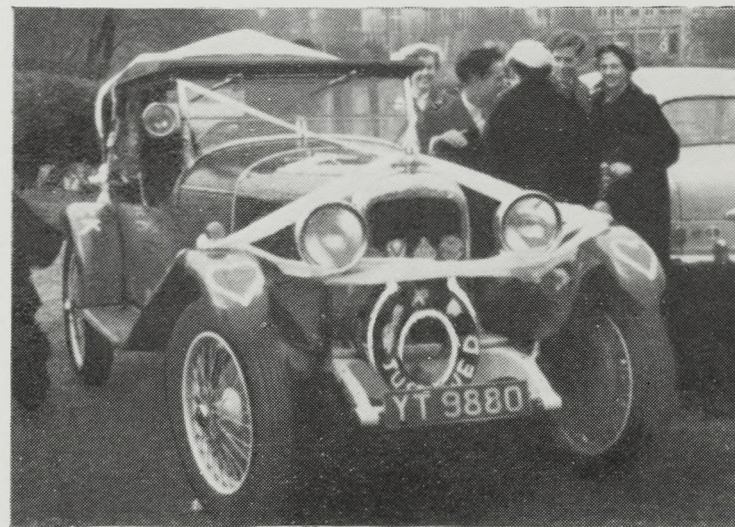
TRUMPETS . . .

. . . **WELCOMING** for Ivan Forshaw, who in this issue resumes his popular Technical Topics feature after a lapse of two long years. We all hope his regained health will permit him to carry out his threat to write something for each issue of The Lagonda in future.

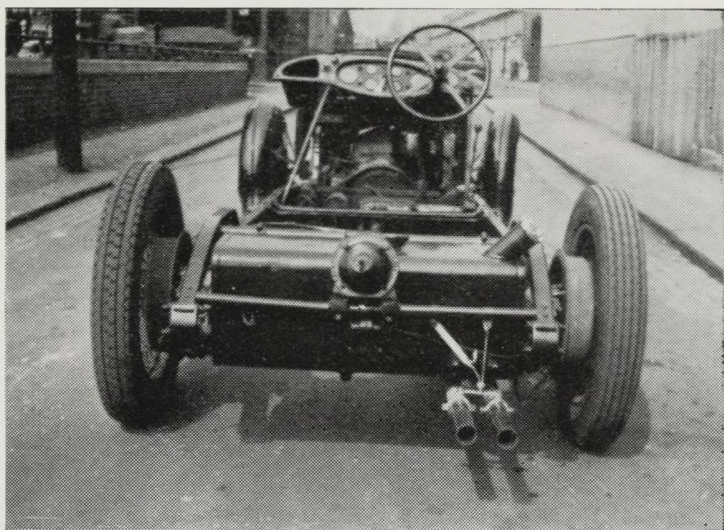
. . . **DIRECTIONAL.** Pamela and Francis Smith have acquired a magnificent address—Trumpets Farm, Bodle Street Green, Sussex. The telephone exchange—Hurstmonceaux—is in rich harmony but as difficult to spell and as capable of nearly as many variations as cornering a 3½-litre at Silverstone!!

. . . **NUPTIAL.** For John Ayre, whose vintage 2-litre was fitted with an extra seat (see photo) on the occasion of his recent marriage. Phonetically appropriately his wife's name is . . . Jane.

For Patron David Brown's young ladies, renowned daughter Angela and efficient Secretary Miss le Marquand, both of whom married into the AMOC.



BUCKING BRONCO. John Ayre (nearest car) seems unaware of the *décor* and extra seat bedecking his 2-litre when he got married on . . . APRIL 1ST !!!



BACK TO OUR FRONT

John Whitmee, now owner of the ex Rexford-Welch 3-litre pictured on the cover of our last issue, sends the above view of the car from the other end.

* * *

DOWN B & K WAY

How full and varied is life for the Hon. Comp. Sec.! Motoring home one Spring evening from his Whitehall lair, in bowler and open Rapide with chromium outside exhausts, the H.C.S. was amazed to find himself cheered by crowds lining the streets. Saying to himself that it would be *contra bonos mores* not to do so, he constantly raised his billycock to the frenzied crowds, bowing amiably as do Royalty and as though to the manner born. Only afterwards did he learn that he had passed through streets closed for the arrival procession of Messrs. Bulganin and Kruschew . . . as Rex says, he needed only the sickle . . . he always carries a hammer!

BEEES DON'T DO IT

His next appearance for our record was at Cambridge where the H.C.S. was attending an official demonstration of artificial insemination. Whether contemplating its adoption for the *genus Apodemus* or pulling a fast one by Rapide-ly improving the Itala strain is not known. Mrs. H.C.S. was an interested spectator, too. From what she saw she considers that boars, like the Latins in the famous article in "Esquire", are lousy lovers!

MERMAIDS, BEWARE !

Finally, as if cavorting about London paying social calls in his Edwardian 8-litre Itala were not a distinctive enough occupation, he is to be found every Wednesday at the bottom of the Marylebone Public Baths scavenging for mermaids under the pretext of learning the latest developments of under-water swimming.

JEALOUSY ?

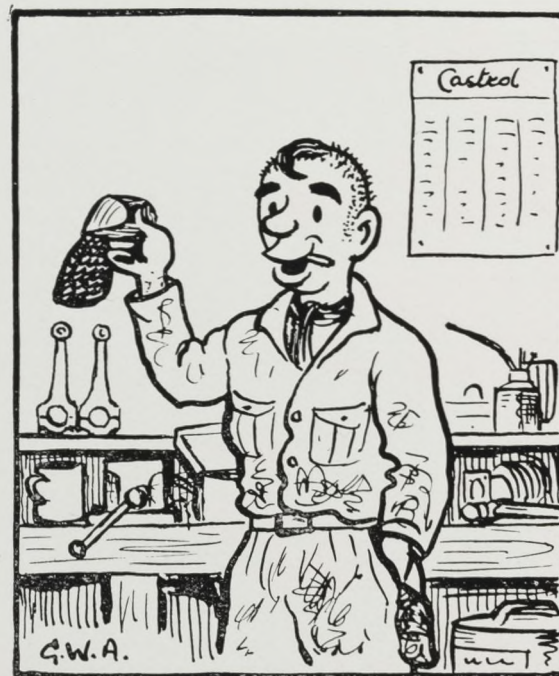
Just after last issue's tribute to Marjorie Bussey for her keyboard work we sent her another typing chore. Slight differences in style and standard of the returned typescript revealed that it had been done by the redoubtable George who explained that his wife was rather busy!

* * *

LONG STORIES

Determined to figure in the Awards list this coming season, Charles Long has gone to exceptional lengths. Not only has he had replica wings made in aluminium to reduce the weight of his 2-litre, but in a crafty move to hoodwink the handicappers he has sought the professional advice of the H.C.S. regarding his own personal chassis. The prescribed diet is alleged to be so successful that several pounds of unsprung weight have already vanished . . . in a crafty move to outwit the Chancellor, Charles now sports an eight-inch cigarette holder which, he says, enables him to recoup the cost of the extra Tobacco Duty as he can now smoke most of that portion of his cigarettes he used to throw away. . . . Naturally, a man of such mental calibre could not forever go unrecognised and Charles is now a proud and newly-elected member of the exclusive Roadfarer's Club which was founded by Lord Brabazon to safeguard the interests of all road users and to resist encroachment on the rights of motorists. The Club is now regarded as an officially recognised ear of Bureaucracy into which Charles hopes to whisper the cause of the Vintage car when occasions demand.

BILL BIGEND says



"That's what they call a tool-maker's 'aircut—short back and sides wiv five-thou left on for grinding!"



James Crocker receives his crock from film actress Susan Beaumont, while Bob Wright beams and Dr. Rexford-Sinatra-Welch croons the citation.

ANOTHER GOOD EVENING

Photographed by Cyril F. Johnson.

MORE THAN two hundred members and guests, a record attendance, thronged the large room at the Bonnington Hotel, London, W.C.1, for our Christmas party and Prize-giving. Undoubtedly "a good time was had by all", but probably the member who showed it most was Dr. Lake who came all of the three hundred and thirty-five miles from Coldstream and loudly proclaimed that his journey was well worth while.

Latent qualifications for employment by Mappin and Webb or the Goldsmiths and Silversmiths were revealed by the Hon. Comp. Sec. by his impressive display of all the Trophies and presentations. Over a quarter of these awards were carried off by Messrs. Michael and Wilby who doubtless also thought their journey had been worth while. In addition to the regular prizes there were six special awards for "brave triers" whose persistence had unluckily got them nowhere and Donald Overy and Harry Gostling deservedly benefited from this nice gesture.

The pattern of the evening followed generally that of the previous year, but a different arrangement of the room resulted in more money flowing to the bar and rather less to the sideshows which ranged from the extremes of Billy Michael's blatantly bantered "6d. a feel" Mystery Dip and Mrs. Long's dignified card sales-point where a quiet charm she persuaded members to buy a record number of Christmas cards.

After the showing of veteran comedy films and our Kodachrome epic of the past A.G.M.—a really splendid effort, this with an able commentary over the microphone by the Chairman and sundry assistant announcers—prizes and awards were distributed by Miss Susan Beaumont, who was present by invitation of the Club and the magnanimity of Mr. J A. Rank.

Yet another good evening without a doubt, but perhaps just a little more sedate than the previous year's gathering.

Awards presented at the Party

8 Clubs Rally

Best Lagonda Member D. J. Westall

April Social

Winner ... L. S. Michael

Southern Rally

Overall Winner G. S. Ross-Watt

Class Awards
P. Whitman
M. H. Wilby
J. W. T. Crocker

Northern Rally

Overall Winner D. W. Price

Class Awards
G. D. Speight
C. R. Pape
J. B. Hobley

Bentley Silverstone

Lagonda Race 1st L. S. Michael
2nd H. Mulholland
3rd D. W. Price

Sprints Class Winners
Francis Smith
H. Mulholland

All-comers' Race 2nd L. S. Michael
3rd H. Mulholland

Bentley Firle

Best Lagonda ... L. S. Michael

Alvis/Lagonda Event

Best member ... M. H. Wilby

Best navigator ... J. K. Dickinson

A.G.M. Concours

Winner ... R. P. F. Hare

November Handicap

Overall Winner ... J. W. T. Crocker

Navigator's Award ... J. Nichols

Best Member ... M. H. Wilby

Awards of Merit ...
D. Hogg, (A.C.)
W. Waters
D. R. Mitchell
G. Bowthorpe (VSCC)
G. S. Ross-Watt

Densham Trophy

(2-litres only) ... M. Leo

Lagonda Car Club

Trophy... L. S. Michael

Michael Trophy

... M. H. Wilby

Marshal's Award

... Dr. Rexford-Welch

Committee Trophy

... J. W. T. Crocker

For performance with 11.9 Mr. and Mrs. Audsley

Awards of Merit ... 1-6—
H. Gostling, R. A.
Scates, D. D. Overy,
R. S. Page, J. G.
Bugler, J. F. H.
Karsley.



Mesdames A. Guest, Roberts, Rexford-Welch, Woodhead and Wareham pose in front of Billy Michael's mystery sideshow.



Maurice Leo, much bolder after another year of married life, receives the Densham Trophy from Susan Beaumont.



The Elphinstone Troupe of Young Ladies: Mesdames Audsley, Elphinstone, Price, Wareham and Freeman-Wright.

The Same Again ? Then make a note of DECEMBER NEXT. SAME PLACE.

THE LAGONDA CLUB ANNUAL AWARDS

Described by the Hon. Competitions Secretary

AS A CLUB it has rarely been our policy to claim any great distinction. We know that the Lagonda is the oldest vehicle to have been in continuous production in this country—though few, including one feels many of the actual makers of the vehicles realise this distinction. Nevertheless the modest path has usually been chosen by the Club and much good has come thereby.

In the matter of our Club annual awards this trait is well demonstrated—we have a very reasonable number; many clubs no doubt have more and some a lot less. They are by no means all the same and in fact offer a very considerable variety, and in this lies their main charm. Very many members have seen them on display at the Annual Xmas Party and Prize-giving, but for the benefit of those who, for various reasons, cannot attend that function, a short history is given combined with a photograph which very clearly shows the awards.

A short individual description and history of each award is given below—the order being strictly in relation to the age of the trophy.

Lagonda Car Club Trophy

This is a fine period silver tankard which was purchased by the Lagonda Car Club immediately prior to the amalgamation with the 2-litre register in 1951. It was bought with funds specially made available by the Club and bears the well known Car Club winged motif.

It is awarded annually on the basis of the points system to the member who has collected the greatest number of points in club calendar events. It is rightly considered the premier club award.

Night Trial Trophy

A medium-size silver cup without handles bearing the motif of the Lagonda Car Club. This cup came into being in the Lagonda Car Club, circa 1948, and was awarded for the best performance by member or visitor in the yearly invitation night trial. On the merger of the two clubs in 1951 the cup became joint property and is still awarded for the best performance in the yearly night trial.

Densham Trophy

In September, 1950, the Lagonda 2-litre Register presented Peter Densham with a cheque in recognition of his work in founding the 2-litre Register. Densham added this cheque to an unknown sum donated by himself and commissioned Roy Nockolds to paint a water-colour of his 2-litre, which when suitable framed was presented by Densham to the “new” Lagonda Club to be awarded annually to the 2-litre Lagonda which produced the “most worthy” performance of the year. The painting is held for the year but the winner also receives a coloured miniature for retention. A reproduction of the painting appeared in issue No. 18 and the framed picture can be seen on page 7 of this issue.

Michael Rose-Bowl

A beautifully designed modern rose-bowl in sterling silver. This award was first made in 1954. The bowl was presented by Lt.-Col. L. S. (Billie) Michael for the express purpose of encouraging competition in general and especially for meritorious performances outside club events by members driving Lagondas. It is considered that much progress in the direction intended by the donor



The Club Annual Awards (l. to r.) Committee Trophy, Car Club Trophy, Michael Trophy, Night Trial Trophy, make a handsome display. Each covers a different activity.

was been made by the club since this award has given.

Committee Salver

This fine salver was presented, jointly, by the members of the Lagonda Club Committee, 1955, and was awarded for the first time in December of that year. It is awarded at the absolute discretion of the committee, bearing in mind the points system, and without duplication of any major award.

It is a medium-size solid silver salver designed in the George II style.

The Phantom Trophy

It has come to ear that a silver replica of a Lagonda of the Le Mans era exists, and that it was intimately connected with the old Lagonda Car Club. Certain information relating to the safekeeping of this trophy over the war years is known.

The Committee would be most interested on any remarks or information relating to this trophy that any senior members of the Club can supply—makers, method of awarding, last holder, etc. It is hoped that it will soon be making a reappearance in its rightful setting.

Provident Note. All Trophies have been insured.

★ ★ ★

EDITOR'S NOTE.—After the photograph was completed and the manuscript received, recollection of the Marshal's Award produced that sinking feeling that accompanies the dropping of a "clanger". But all is well, The Marshal's Prize is not a permanent Club Trophy. Three tankards were anonomously given to be presented to the deserving diligent—two remaining, one for this year and one for next year.

Lagonda Achieves 100 MILES in the hour in 1937

AN ARTICLE of great interest on unofficial 100-in-the-hour records which recently appeared in our contemporary "Motor Sport" prompted an investigation into an outstanding performance by a Lagonda Rapide driven by Alan C. Hess, who has kindly provided the articles here reproduced. Mr. Hess is particularly proud of "The Autocar" summing-up and the fact that no reader accepted the challenge and suggested any other record that approached or exceeded his remarkably consistent performance. The passenger was the reigning Editor of "Britannia and Eve", Mr. J. Heitner, who still occupies the Editorial chair and remembers the run as a memorable experience.

Extract from THE AUTOCAR, May 16th, 1941.

The Most Consistent Run?

*Eighteen Laps of Brooklands — Nine consecutive at 104.85 m.p.h.
with a Lagonda Rapide as Part of a Fine "100 in the hour" Run.*

by E. J. Appleby

PERHAPS because "100 miles in one hour" is not on the list of officially accepted records, such runs before the war were not given the publicity they deserved. I recently came into possession of the figures of a run made on October 7th, 1937, by Alan Hess on a 4½-litre Lagonda Rapide, and a study of them reveals what I consider to be the most consistent run ever put up on Brooklands track. If any reader knows of a better, I shall be happy to publish the figures.

The run was made on the eve of the Show which, perhaps, explains why more was not heard about it; certainly the Lagonda Company did not exploit it in spite of the fact that it was done under the auspices of the company and was timed by the late Mr. A. V. Ebbelwhite, one of the official timekeepers. Now for the figures. The average speed for the hour was 104.44 m.p.h., which in itself is not startling. But one has to remember that the car was fully equipped with wings, lamps, screens; in fact, it more or less followed the rules laid down for the Le Mans races. In addition, two persons were carried, and I think that prior to this run no car had ever exceeded 100 miles in the time, in a run of this kind, carrying a passenger.

THE PASSENGER'S STORY OF THIS EPIC HOUR

Reprinted from SPEED, Nov. 1937 Vol. 3, No. 29

Sports Car covers 104.44 miles in the hour two up

EDITORIAL NOTE—Readers will recall the interest aroused in April last by the fine effort made by Mr. S. C. H. Davis, the well-known racing driver and motoring journalist, when (driving solo) he covered a distance of 102.22 miles from a standing start over an officially-timed hour at the wheel of a German Frazer-Nash-B.M.W. car. For some months since it has been a matter for speculation as to which car would recapture this very worthwhile honour for Great Britain.

On the eve of the Motor Show, on October 7th—on a damp and misty track—the Editor of SPEED, driving a 4½ litre Lagonda Rapide prepared by Mr. Arthur Fox, covered 104.44 miles within the hour, under R.A.C. observation. The car was in full touring trim, with lamps, wings, number plates, windshields, spare wheel, etc., and carried a passenger.

The article which follows has been contributed to SPEED by the passenger in question, who here records his impressions of the run.

ARRANGEMENTS had been made with the Track authorities and with the R.A.C. for the run to be made on the afternoon of Thursday, October 7th. It was, therefore, confidently expected that the day would turn out wet and misty. And it did!

In the morning, after the driver had slid about at the Fork and experienced one or two hectic moments on the Home Banking

during a preliminary run to test conditions, a deep gloom settled over Mr. Arthur Fox, the mechanics, the passenger and the group of friends clustered opposite the Sheds.

A little later, however, the drizzle ceased and thereafter matters improved somewhat—not much, but sufficiently for the run to take place as scheduled. After the necessary inspection and measuring by R.A.C. officials,



the car was fuelled with ordinary Cleveland Discol, bought from a wayside pump, weighed (driver and passenger also submitting—very self-consciously—to this indignity and returning the somewhat surprising joint total of 28 stone, or $3\frac{1}{2}$ cwt.—quite a handicap for any high-performance car!) and then driven down to the starting line at the Fork.

From a standing start the Lagonda completed its first lap in 1 min. 51 $\frac{2}{5}$ secs., at a speed of 89.41 m.p.h.; had the track been dry, and less wheel-spin encountered in consequence, this figure would undoubtedly have been materially improved. Thereafter, however, on no lap was a speed of less than 104 m.p.h. recorded; in fact, apart from the standing lap, the *slowest* lap of the Lagonda exceeded the *fastest* put up by Mr. Davis's B.M.W. during his very creditable performance in April last.

A study of Mr. Ebbelwhite's time chart shows the amazing consistency throughout. Laps No. 3 to 11—nine in all—were covered at an identical speed, 104.85 m.p.h., or 1 min. 35 secs.; and later, similar times were returned for a further nine laps. Fourteen laps were covered at over 105 m.p.h.—four in succession at exactly 105.07. The fastest laps were Nos. 16 and 19, each at 105.52; the slowest was (appropriately) No. 13, at 104.19 m.p.h.—and for this there was a very good reason. With the Lagonda emerging fast out of the mist down to the Fork, a mechanic from the Vickers' Shed chose that moment to attempt to cross the Track right in front of the car, and the driver momentarily had to lift his foot.

On no lap (apart from the first) did the speed vary from the mean by more than $\frac{3}{5}$ th of a second—and at a speed of over 100 m.p.h. that might justifiably be called consistency!

To the passenger it was extremely interesting to follow the driver's tactics in his attempts to clip off split seconds—well up on the Home Banking up to the Hill, letting the car follow its own line more or less to prevent excessive tyre-scrub; continuing

moderately high all round, up to and under the Members' Bridge; no swerve for the famous Bump—every time round, car, driver and passenger went up into the air and subsided again to a resounding "clonk"; flat-out along the Railway Straight, with the car placed exactly at the same spot each lap for the Byfleet Banking, the Byfleet Bridge and the approach to the Fork; well over to the right close under the Sheds; then once more finding the right line up the Hill. . . .

Wet Conditions

Throughout the afternoon water lay about the Fork in big pools, causing the car to snake and slide, and calling for some desperate work on the wheel, to say nothing of putting the driver off his proper line for the approach to the Home Banking. On two occasions, for some reason not divulged to the passenger, the car indulged in a hectic slide when quite high up, but the driver seemed quite unperturbed and the rev. counter made no appreciable complaint.

Up the Hill, lap after lap, the dial showed 3,400 revs.; on the Byfleet, all the way round, a steady 3,600; with maximum readings of 3,700–3,800 (about 112 m.p.h.—well within the car's capacity) on the fast run down to the Fork and again along the Railway Straight.

Oil pressure (apart from one period of a few seconds) remained absolutely steady, as did the oil temperature; water remained at a steady 75–80 degrees. In fact, the whole range of dials in their steadiness seemed to inspire the utmost confidence in the car's capacity to do its job without protest.

One or two things stood out during the run—at least to the passenger. The peculiar squeak at one spot on the Banking as wheel and wing met momentarily on almost every lap round; the vindictiveness of two nasty bumps in quick succession at the end of the Byfleet Banking (surely the worst on the track?); the surprising comfort and steadiness of the ride as a whole; the growing gloom which almost threatened to blot out the view of the Sheds, as the Hour wore on;

the swarm of insects on one lap coming up to the Byfleet Banking; the hardihood of the before-mentioned Vickers' mechanic; the sedate black Saloon loaded with passengers which suddenly appeared from nowhere one-third of the way through and which as suddenly disappeared after being lapped twice—its disappearance probably accelerated after a magnificent sweep down the Home Banking on to it by the Lagonda. (It came as a bit of a shock to learn later from an observer that the Saloon had been lapping at a cool 85, when the Lagonda's passenger would have put down its speed at a doubtful 50!)

During the hour's run only two signals were shown by Mr. Fox—one at 25 laps and the other to indicate the car's average speed. And these were almost unreadable owing to the rapidly growing gloom.

The whole attempt, in the humble opinion of the quite insignificant passenger, reflects the very greatest credit on the driver and on Mr. Arthur Fox, who entered and prepared

the car. When it is considered that the Lagonda was in full standard touring trim (it was driven down to the track from Tolworth in the morning and back again after dark—after a jubilant tea in the Clubhouse—just as your car and mine might be taken out for a day's run), carrying two substantial persons—and consequently *two* windshields to disturb the air flow—and yet managed to beat the previous best (when only one person was carried) by 2.22 m.p.h. over a comparatively short distance, it will doubtless appear to many to be quite a considerable achievement and another feather in Mr. Arthur Fox's already overburdened cap.

As a matter of further interest it might be mentioned that the car ran on ordinary Cleveland Discol, Dunlop tyres, Champion plugs and Castrol oil.

The Lagonda can now claim to be the fastest standard sports car in Great Britain, and the only British car ever to have achieved over 100 m.p.h. within an officially-observed hour.

LAP-BY-LAP TIMES AND SPEED

Lap	Time	Speed	Lap	Time	Speed
1	1 min. 51 2/5	89.41*	20	1 min. 34 4/5	105.07
2	1 34 3/5	105.29	21	1 34 3/5	105.29
3	1 35	104.85	22	1 34 4/5	105.07
4	1 35	"	23	1 34 4/5	"
5	1 35	"	24	1 34 4/5	"
6	1 35	"	25	1 35 1/5	104.63
7	1 35	"	26	1 35	104.85
8	1 35	"	27	1 35 1/5	104.63
9	1 35	"	28	1 34 4/5	105.07
10	1 35	"	29	1 34 3/5	105.29
11	1 35	"	30	1 35	104.85
12	1 35 2/5	104.41	31	1 35 1/5	104.63
13	1 35 3/5	104.19†	32	1 35	104.85
14	1 35	104.85	33	1 35	"
15	1 35	"	34	1 34 1/5	105.07
16	1 34 2/5	105.52‡	35	1 35 1/5	104.63
17	1 35	104.85	36	1 34 3/5	105.29
18	1 34 4/5	105.07	37	1 35	104.85
19	1 34 2/5	105.52‡	38	1 35	104.85

* Standing-start lap (wheelspin on wet track).

† Slowest lap—caused by an employee darting across the track in front of the car as it was rounding the bend at the Fork, necessitating the driver raising his foot. (N.B.—This occurred on lap 13!)

‡ Fastest laps.

Mr. G. H. Hammond's Recollections of The Lagondas ⁱⁿ the 1910 St. Petersburg Trial

recorded by Francis Winkworth

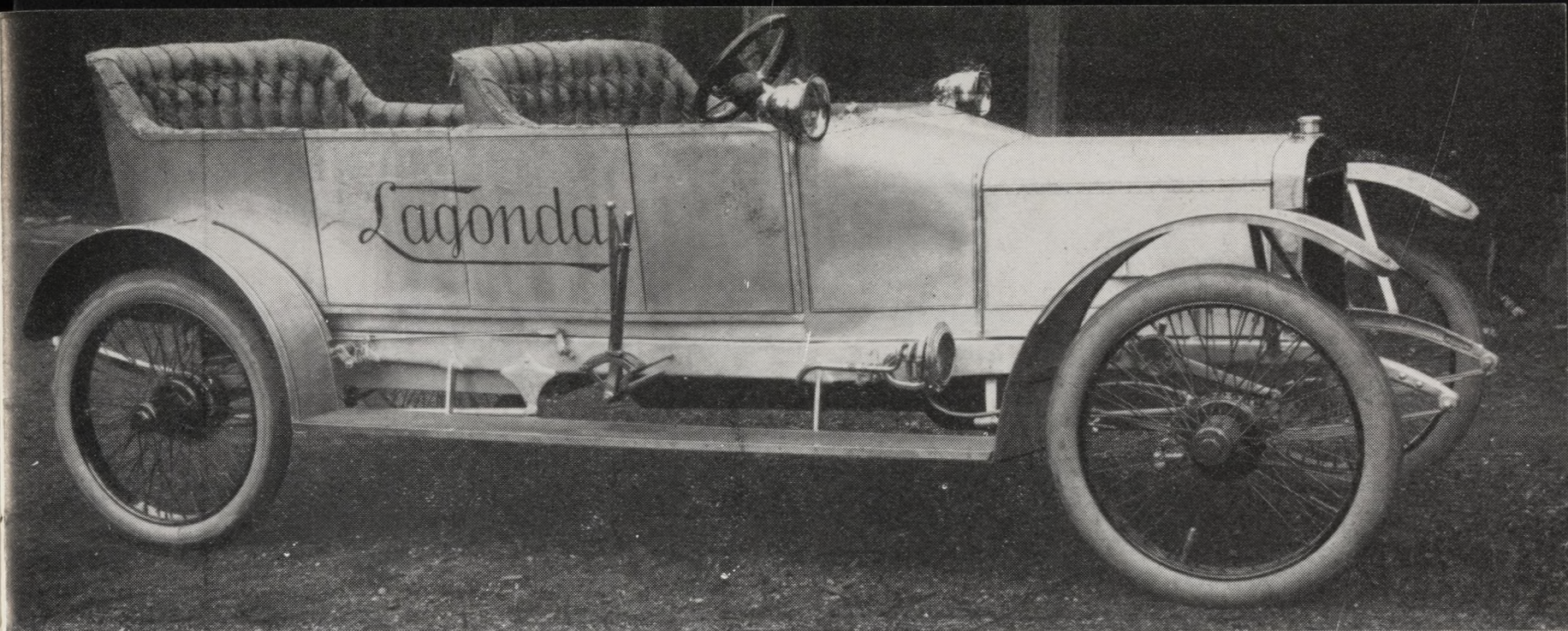
If mention of the 1910 St. Petersburg Reliability Trial conjures up mental visions of fur-clad contestants hurtling along and battling against snow, ice and gruelling weather conditions you are, like I was, very wrong. Except for one torrential storm, the weather was hot and sunny and a speed schedule averaging about 25 m.p.h. was rigorously enforced by cavalry officers who travelled as official observers and sat in the competing cars in full dress uniform complete with swords and spurs!

FORTY-SIX YEARS is a long time to recall an event about which there is no written word to refresh the memory, but Bert Hammond, who spent over thirty-two years of his working life with the Lagonda organisation fortunately remembers very clearly the performance of the Lagonda entry in the Reliability Trial organised by the Imperial Russian government in 1910. There had been a half-hearted attempt to run an event the previous year, but the 1910 Trial was the first serious one staged by the Russians and was of sufficient importance to attract entries from the leading car manufacturers of Europe. Among the forty-odd

starters Mr. Hammond recalls Benz, Dietrich, Itala and some Prince Henry Vauxhalls. The rich aristocracy of Imperial Russia constituted an export market of great potential for the progressive car manufacturer of the early part of this century and Wilber Gunn, fully alive to these possibilities, had appointed as sales agents in St. Petersburg, an English firm trading under the family name of Thornton. (It was a member of this same family who was one of the accused in the big spy trial in Moscow some years ago.) Thus when Mr. Hammond was asked to go to Russia early in 1910 it was not only as co-driver and riding mechanic during the Trial but he was also to receive and tune Lagondas as they arrived and to instruct the local mechanics in maintenance routine.

Standard 16/80 Entered

For the trial, an absolutely standard production car was used. The model, known as the 16/80, had a four-cylinder engine with magneto ignition and was fitted with the then new C.A.V. electric lighting, dynamo and free-wheel device. Shock absorbers were also fitted as can be seen in the photograph, here reproduced, of the actual car entered and run in the trial. It was taken soon after the finish by a Russian professional photographer outside the grounds of the Czar's Summer Palace about twenty-five miles from St. Petersburg. The car was originally fitted with Dunlop tyres, but these were changed, on arrival, to a Russian make (Prowdnik?) because Dunlops had no representatives in Russia who could give service over the route of the Trial. These



This photograph of the winning car in the 1910 St. Petersburg International Trial was taken soon after the event near the Czar's Summer Palace by a Russian professional photographer.

tyres acquitted themselves well for they went through the Trial without any trouble and the Lagonda was the only car to finish on one set of tyres. All-weather equipment was conspicuous by its absence even to the lack of a windscreen. The occupants relied for protection against the elements on a long, glorified type of cycle cape known as a "poncho". Fortunately, except for one storm, the weather was good all the time and most of the route was run in very hot sunshine. This one defection, however, went to extremes. On the third day out the Lagonda ran into an outsize thunderstorm and torrential rain, the like of which Mr. Hammond has never since experienced. So heavy was the downpour that driver and passengers were over the ankles in water while in the car until the water could drain away through the finger holes in the floorboards.

Sensational "Silver" Body

The metallic finish of the Lagonda caused a minor sensation. Nothing like it had been seen before as metallic paints were then unknown. A perfectly satisfactory finish had been obtained by dusting aluminium powder over gold-size.

Although, in those days, Russia was without the "benefit" of mass-circulation

newspapers, radio and television, interest in the Trial was widespread and excitement grew as the date approached. The start at St. Petersburg was marked by an unbelievable amount of fuss by officialdom. The crowds were tremendous and the day was obviously a great occasion. This interest was maintained in all towns along the route where triumphal arches were erected to welcome the competitors and great crowds threw flowers and fruit into the cars. As Mr. Hammond says, this was fine when they remembered to remove the branches—on one occasion a piece of tree some four feet long and loaded with hard, green plums enveloped both driver and mechanic for a few hazardous moments!

The route for the first part of the Trial was St. Petersburg—Pokov—Vitebak—Minsk—Finsk—Kiev—Kharkov—Kursk—Tula—Moscow. Many of these names have, of course, been changed since the Revolution. Daily runs were usually about two hundred miles and a start was made about eight o'clock each morning.

"Luggage in Advance"

An ingenious piece of organisation provided overnight accommodation in a train, made up of first-class sleeping coaches, a compartment being allocated to the crew

of each competing car. Every morning the crews left the coaches. Each night the train was awaiting them at the official stopping place. During the day the attendants on the train attended to the laundry and valeting needs of the crews, prepared the evening meals and generally looked after the competitors extremely well. As the hotels *en route* were often very poor and limited in their facilities, this rail arrangement proved as comfortable as it was practical.

Four Passengers Carried Throughout

The Lagonda carried four passengers throughout the Trial—Messrs. Gunn and Hammond, the Sales Agent, Mr. Thornton, as interpreter, and an observer. Each car had an official observer drawn from the officers of the crack cavalry regiments who paraded in full-dress uniform including swords and spurs. Each day the observer was changed.

Generally speaking, the day's runs were very monotonous. The whole route was on main roads and these were usually so straight and flat that drivers could see for miles. For incredibly long stages the scenery was of the same uninteresting type, either open "prairie" or dense forests set back from the road behind wide grass verges. There were no spectacular hill-climbs, and for the most part surfaces were poor, although a few stretches were really excellent.

This general monotony was further accentuated by the low scheduled speeds which, as far as Mr. Hammond can recall, were a minimum of 23 m.p.h. and a maximum of 28 m.p.h. The observers were very strict and had special instructions to see that the maximum speed was not exceeded. Naturally such severe surveillance made it difficult if stops had to be made to correct mechanical defects. Fortunately the Lagonda experienced only two mechanical troubles in more than two thousand miles of observed running to schedule.

Suspected Sabotage

Both troubles arose from a mysterious cause which could only be the result of out-

side interference some time between the final check-up and the start of the Trial. Mr. Hammond thinks it was most improbable that the steering could have been interfered with during the actual trial, as all the cars were locked up in covered calvary riding schools each night and closely guarded by armed troops. Crews were not allowed access before a fixed time each morning and there was then only just enough time for refuelling and very minor adjustments before the start. What actually happened was that a nut, securely held by a split pin, in the steering assembly completely disappeared and finally led to a bent axle which Mr. Hammond carried for half-a-mile over a ploughed field to get straightened at a blacksmith's.

The Lagonda Accepts a Challenge

The first stage of the Trial was completed when the cars reached Moscow. Here they were cleaned and put on public display for a week, during which time no competitors were allowed near them. At the conclusion of this rest it was announced that as there was such a small margin of points between a number of competitors a special award would be made to any car completing the journey to St. Petersburg in one day under official observation. Up to that time this had neither been achieved nor attempted by any motor-car.

With one eye on scooping the field and the other on catching a boat back home and thus saving another week's stay in Russia, Wilber Gunn decided to go all out for the special award. The Lagonda was the only car to accept the challenge, and it succeeded with a small margin of time to spare. For this run the low scheduled speeds were not, of course, enforced and to cover the distance within the set time meant driving at 40-50 m.p.h. almost all the time. The journey is largely remembered for the overgrown grass road, which for miles on end passed through a deserted countryside. Mr. Thornton told Mr. Hammond that the road was made of billions of Russian bricks set on end. Through lack of traffic these bricks had become completely overgrown

with grass which merged into the wide verges on either side. Steering became more a matter of navigation, the course being decided by noting the sparseness of the grass!

Even under normal conditions it was no mean feat in 1910 to cover over four hundred miles in fifteen hours including all stops and the official observer was so impressed with the performance that he ordered a Lagonda from the St. Petersburg agents!

The Lagonda Waits in Triumph

The other entrants followed a long circuitous route and were not due to arrive in St. Petersburg until the end of the week following the arrival of the triumphant Lagonda. Until then the Lagonda had a place of honour at the finishing point awaiting the arrival of the rest of the competitors.

Wilbur Gunn was in Russia for only a short time, little more than the duration of the Trial, but Mr. Hammond who was there from April until August stayed to help the agents with the resulting business—quite a few cars were sold.

A special certificate commemorating the run from Moscow to St. Petersburg was awarded the Lagonda by the Czar, and for many years it hung in the offices of the Company. Unfortunately it has disappeared.

FOOTNOTE: The following year the "Autocar" of June, 1911, carried an advertisement for Lagonda cars (reproduced in THE LAGONDA No. 3) in which the following sentences appeared: "In July, 1910, a Four-cylinder LAGONDA secured a GOLD MEDAL in the Russian Reliability Trial (then 3,000 versts, a much longer distance than this year), gaining maximum marks, and being the only car to complete the trial on one set of tyres and without damage to the springs. *No shock absorbers were used*". The italics are mine, for the original photo of the actual entrant clearly shows them and there is no possible doubt about the authenticity of the photo. Which goes to show just how difficult it is to get reliable facts and information for our official history of the *marque*.

F.W.



Above: Stirling Moss entering his 3-litre.

CHAMPIONS' CHOICE

These two photos portray the world's two leading racing drivers with the DB 3-litre Lagondas they use for personal transport in this country—proof enough that the Lagonda maintains its 30-years-old reputation as one of the leading British Sports cars.

Below: Luis Fangio at Silverstone



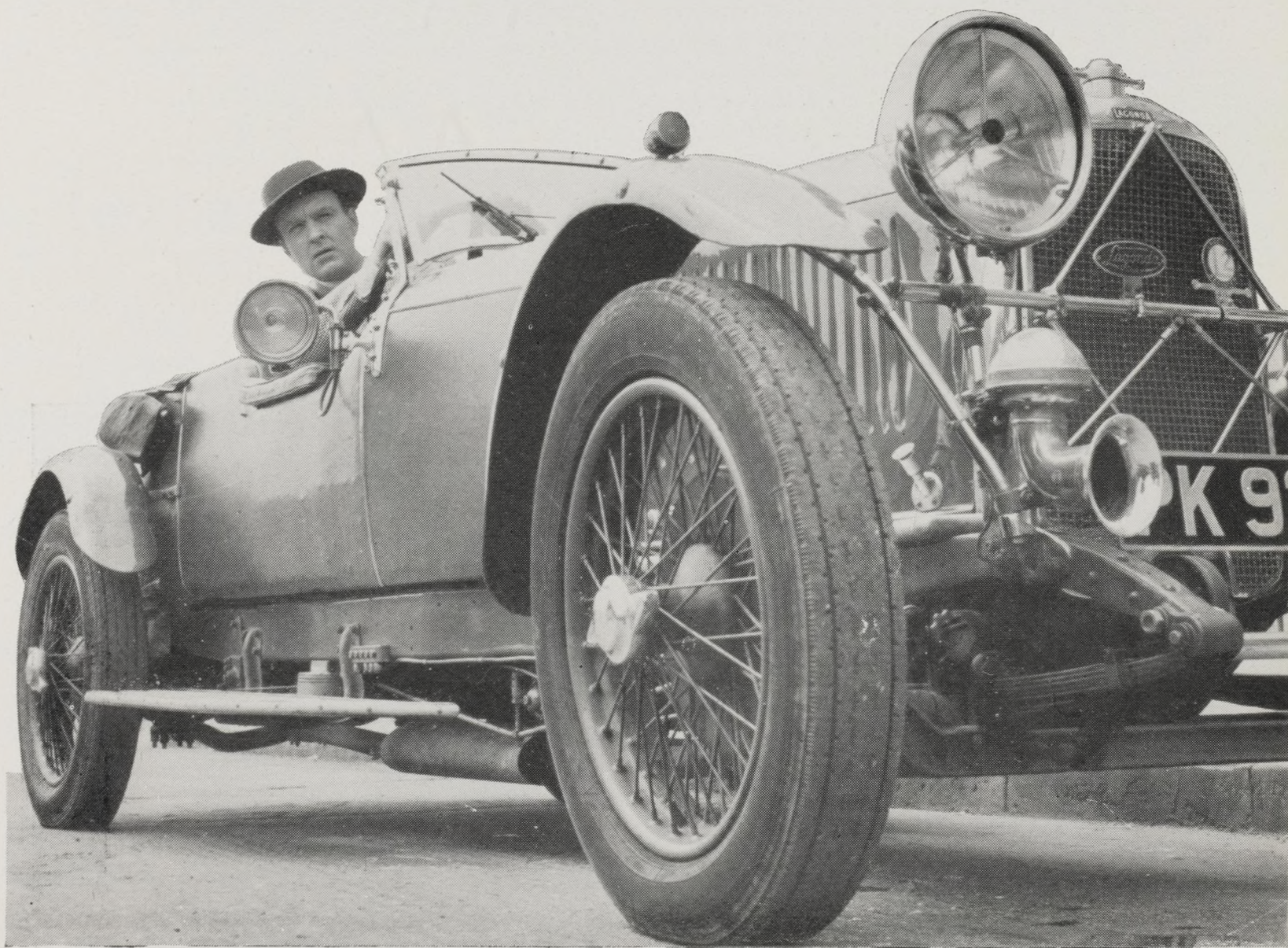
Charles Long's

2-litre among the Alligators !

IT WAS SAID by a well-known figure in the realm of Motor Sport at a recent function, that I was the only member of the Lagonda Club who had succeeded in living on the immoral earnings of my car.

Setting aside the scurrilous and scandalous implications of such a dastardly statement, I cannot deny that I did find myself in receipt of certain monies given to me as a consideration for the loan of my 2-litre to grace the casts of Rank Films production of "An Alligator Named Daisy".

Without dwelling too deeply on the protracted negotiations, it was arranged that on a certain day I should present myself at Pinewood Studios to hand over the car and to give instruction and encouragement to the star of the film who had to drive it, one Donald Sinden, whose picture taken seated in the venerable carriage appears below. He is a most charming person to meet and appeared to be very enthusiastic on the subject of motor-cars, although he did remark on a subsequent television appearance,



Actor Donald Sinden in the Twolitre! A still from the film.

whilst commenting on the hazards and peculiarities of a film actor's vocation, about difficulties experienced whilst driving a certain aged sports car.

I was invited on the set to witness part of the film in the making, and there had both the felicity and disquieting experience of being introduced to Miss Diana Dors. I am sure that everyone is acquainted with the charming Miss Dors, and that I can find nothing to say that has not already been better said or pictorially depicted. All I can do is to endorse everything most wholeheartedly. *Verbum sapienti sat est.*

To those who have not seen the film I would say shortly that it is a humorous and whimsical story of a young man who due to a sudden attraction for a most seductive redhead (played by Miss Jean Carson), is caught up into the affairs of the world of alligator fanciers.

At one time, so I was told by Mr. Jack Swinburne, the production manager, there were no fewer than thirty live alligators on the set, and the actors had to be pretty watchful. Indeed, all over the set there were notices, "Beware Live Alligators".

Many of these saurians had come from private houses where they were kept as pets—one household yielded no fewer than five—but a complete family of wild alligators was brought over from Egypt to make the scene. When I went to Pinewood to collect the car—(Rank's had it for fifteen weeks)—I found it sharing a large shed with six alligators in pens, and I don't think that the old girl has quite recovered from the experience.

I thoroughly enjoyed my visits to Pinewood, and must pay tribute to the courtesy and welcome extended by all I met, and although I lost my car for the most important part of the competition season last year, I felt amply repaid by the pleasurable thrill of seeing the car on the screen.

It appears quite a few times in the picture, and I was told by Mr. Swinburne that it had behaved itself in a most exemplary fashion.

CHARLES LONG

LETTER FROM AMERICA



Rare .0045 litre

Dear Mr. Winkworth,

I thought you might be interested in the enclosed, which only goes to prove that where there's a will there's a way. Not being able to manage a full-sized Lagonda, I have nevertheless succeeded in displaying the Club badge in conjunction with the marque, though it be on the relatively rare .0045 litre model. Some day I hope that the miniature may be replaced by the real thing; but meanwhile, the car and badge enjoy a place of honour in my apartment. I might say, though, that I agree with your views about the badge as expressed in issue No. 17 of the magazine.

The very best wishes to all of you there in the Club.

Yours sincerely,

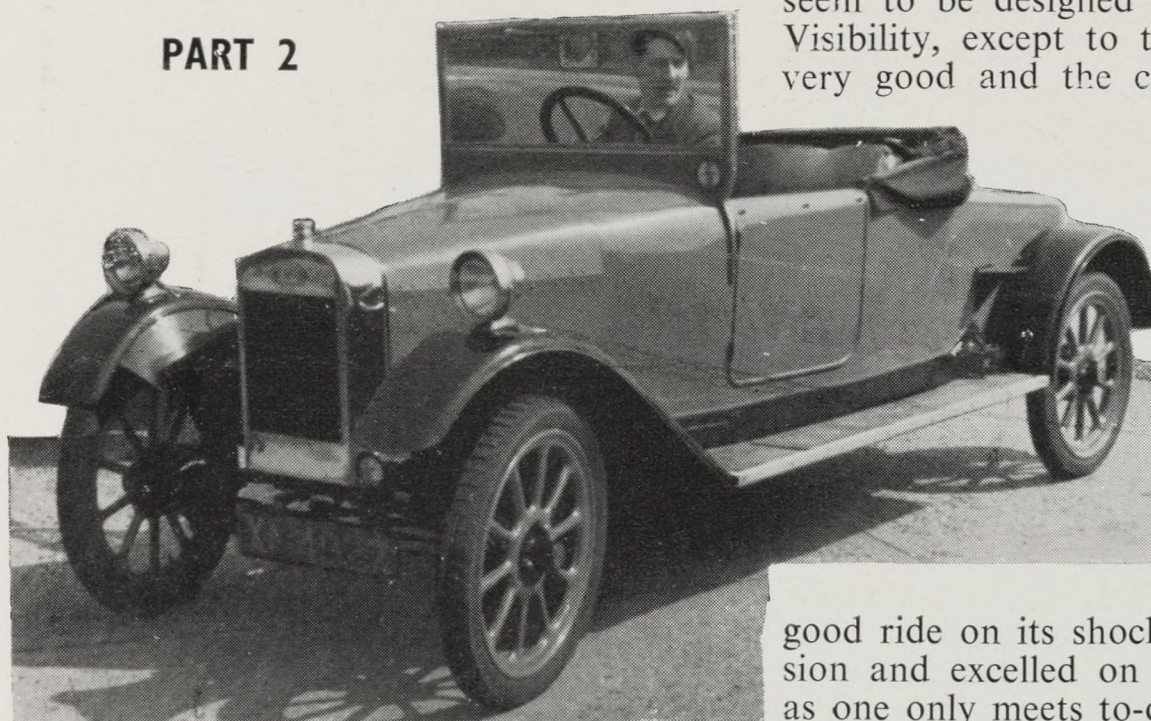
JACK HARRISON.

John W. Harrison, II,
180 East End Avenue,
New York, 28, New York.

P.S.—I don't believe I have sent anyone there my new address—AS ABOVE. Would you do me the favour of making note of it and circulating it as necessary. Thanks.

THE DEVELOPMENT OF THE LAGONDA LIGHT CAR

PART 2



The first part of this "Light Car" article was titled by our Editor "Technical Survey".

Part II will therefore be non-technical: perhaps the businessman's approach to his "Pleasure Car" and also the competitor's approach to the same car.

It was not only reliability for which the 11.1, 11.9 and 12/24 Lagondas were known but also for the high standard of finish and the completeness of the detail equipment. It was in fact Lagondas who were the first in this country to fit windscreen wipers as standard equipment.

The earliest form of Lagonda light car was the "Beetle"; the two-seater with rounded tail and round tubular radiator. This car was devoid of all embellishment but was nevertheless comfortably furnished and with excellent all-weather equipment. The hood was of leather and made to fit closely the wooden framed slide-up windows in the two doors. The windscreen frame

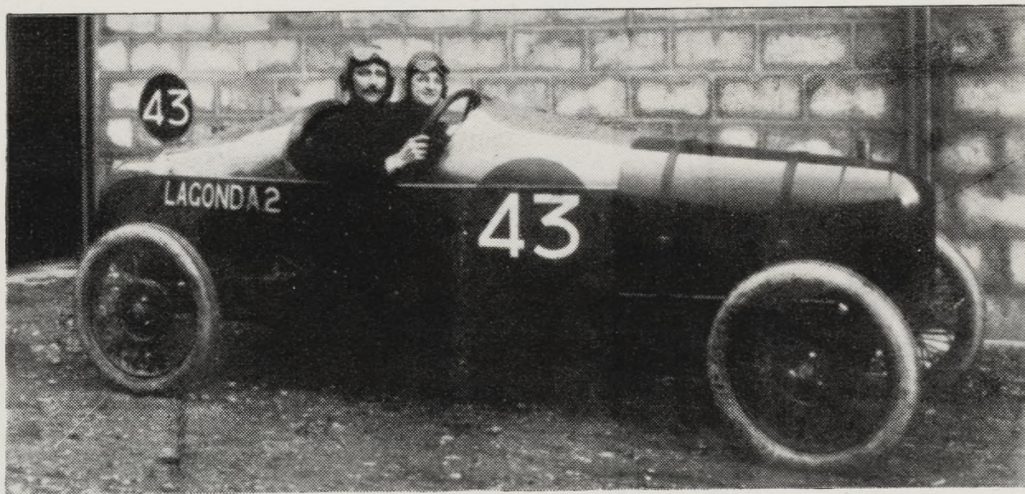
was also wooden and the top half hinged outwards for additional ventilation. Upholstery was in Rexine, spring mounted. No adjustment was provided for the length of the driver's legs, but the car was designed to provide adequate room for the tallest person by the seat being placed very far back. Most small cars designed to-day seem to be designed to the other extreme. Visibility, except to the rear quarters, was very good and the car gave an extremely

by **ALAN K.
AUDSLEY**

*seen here at the wheel
of 'Titus'—his wife's
1923 11.9*

good ride on its shock absorberless suspension and excelled on pot-holed roads such as one only meets to-day near new building sites. The controls were light and the steering remarkably good once one was familiar with the very positive action which required about a third of a turn of the wheel from lock to lock. The foot transmission brake was very effective forwards but rather lacking in reverse. Poor cooling was its main defect and a short down hill run could easily fill the interior with thick smoke which rose through the central gear gate. The cone clutch was typical of its type and a smooth take-off was best achieved by nearly stalling the engine as the clutch was let in. The relatively heavy flywheel and the wide spacings of the gears made gear-changing a slow operation, but the car had such a good top gear performance that the very delightful remote control gear lever had very seldom to be used.

Stability on corners was good; very much better than a certain car in present production on which an anti-roll device has recently been fitted by the makers, this device being



This 11.9 Lagonda was driven by Bert Hammond (at wheel) in the first long-distance J.C.C. race in October, 1921. Car No. 1 was driven by Major Oates. Both cars gained gold medals. The number at the rear is not painted on the wall but is a circular disc mounted on the car in compliance with regulations.

identical to that fitted to the Lagonda light cars.

In 1914 one could buy the 11.1 in four-seater form. This car was of necessity slightly longer in wheelbase, and although from the scuttle forward resembled the "Beetle", the tourer rear was a complete departure, being very angular and high.

The "Beetle" cost £135 and the four-seater £145.

When the 1914-18 war ended and Lagondas turned back to peaceful production again the value of money had changed and the price was now £335. The 11.1 continued for a short time after the war, but probably prompted by the extra weight of the four-seater car, Lagondas decided to increase the power output from the engine, and in so doing raised it to a rating of 11.9 h.p.

Then the first radiator change took place and the vertical tube "Bullnose" type was replaced by a square-edged nickel radiator with honeycomb core. The rounded tail then disappeared from the two-seater model and all cars now having the longer wheelbase the two-seaters were fitted with occasional seats in the dicky.

Lagondas were retaining their former standard of high finish and completeness of equipment, but this was forcing the price up and whereas the 11.1 was originally competing for the low price market the cars were now verging on the luxury class.

In an attempt to be in both markets it was decided to produce a popular model to sell concurrently with the better-equipped cars, and in 1922 this cheap model appeared on the market. The mechanical specification remained unchanged but during its duration of manufacture several improvements appeared on other models which were never incorporated in the cheap models. The cheap car cost £225 and so lacking was it in refinements (starter, side screens, etc.) that a compromise model also appeared. This car was probably more successful than the very cheap car as until two years ago we had no evidence that the cheapest car was ever sold. We now have one in the club, owned by Freda Roberts, which was shown illustrated in the first part of this article.

In the more expensive class the engines underwent their second big change when the rocker gear was enclosed under an aluminium cover and then the radiator became taller and finally changed its form to a more curved type which formed the basis of subsequent Lagonda radiator design.

These cars were getting heavier, fitting bigger section tyres, and in turn this demanded lower and lower axle ratios.

The four-seater could be purchased in saloon form, open with wind-up windows, open tourer with side screens which stowed away in pockets in the doors, and for those who wanted it the front seat could be made

THE LAGONDA LIGHT CAR (contd.)

to fold flat to make a double bed in the car. In all models in this range the coachwork was of high quality even if the overall weight was deviating somewhat from light car ideals.

Sprung upholstery was replaced by pneumatic, and the last refinement recorded was the optional extra of front wheel brakes.

It is a great pity that we know so little about the story of the 11.9 Lagonda racing cars. The Brooklands records tell us of actual speeds and successes, and Bert Hammond has luckily been able to supply us with photos of these cars and tell us of his experiences. Unfortunately, there is much we still do not know: What was done to these cars to enable them to reach such speeds? What did they weigh? and What happened to them?

Two types were used: a single-seater and a two-seater. The photographs available indicate that the chassis may well have been standard except that front shock absorbers show in one photo.

Which model or models they were we do not know, but it is recorded that Oates lapped Brooklands in June, 1921, at 83.56 m.p.h. in a race in which he came third. Later that year he won a race averaging 78 m.p.h. with a fastest lap of 84.13.

He broke five light car class records that year including the mile at 86.91 m.p.h. and covering 79.17 miles in one hour. In 1922 Oates' fastest lap was 88.62 m.p.h.

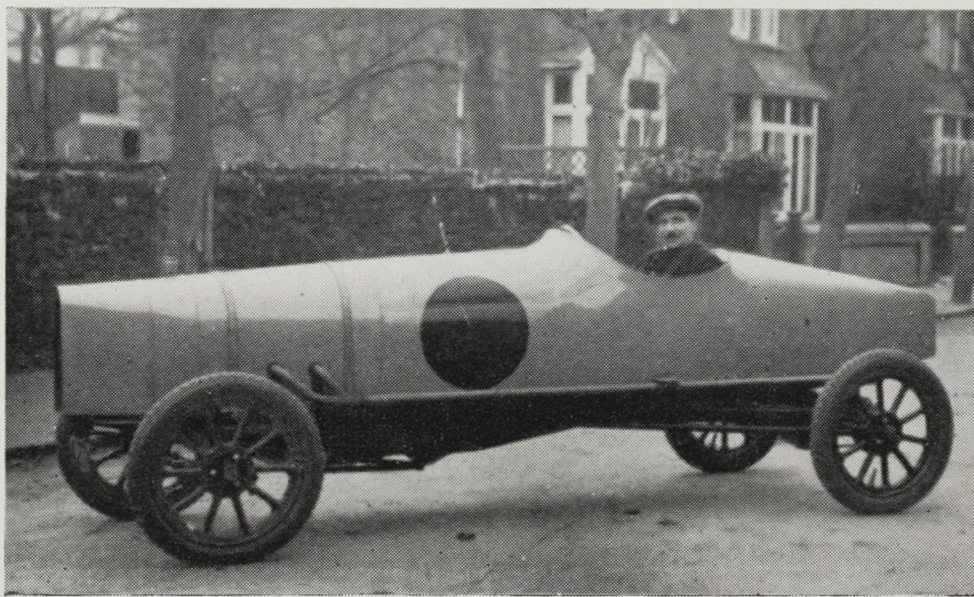
It would be interesting to know the axle

ratios used. The highest ratio known to have been fitted was a worm drive of 3.9 to 1 in the early two-seater 11.1 cars. This would have meant that the engine would have been at least up to 4,500 r.p.m. It is of course that a special axle ratio was used, but Bert Hammond recollects that these engines were running at about the 4,000 r.p.m. figure. This is remarkable stamina for the little two-bearing splash fed crankshaft, and to an owner of an 11.9 Lagonda other problems come to mind, notably the elimination of valve bounce.

Perhaps Oates had developed the car to its maximum by 1922, and it was thereafter outclassed for we hear no more of it at Brooklands and Lagondas themselves are able to provide us with no records.

Any mention of achievements with 11.9 Lagondas would be incomplete without reference to the recent journey by Hamish Moffatt across Africa in his 1924 model 12/24. It was a personal achievement for Hamish to make this journey alone in a car older than himself, and it was to the credit of the car that it survived such hard treatment so late in life. Apart from the engine which had only recently been fitted the car was almost original and most of the troubles which he did have were tyre and spring troubles. Under adverse conditions and with the most primitive equipment he coped with the ills that befell the car. Only once did he have to resort to the Lagonda Club's spares service and have a part flown out.

This single-seater 11.9 circa 1920-1, had the standard chassis made narrower and a special body fitted. The chief Lagonda tester, G. H. Hammond, is at the wheel and the car is about to be delivered to Major Oates for "hotting-up".





A Lagonda 11.9 Tourer, standard chassis and body, period 1919-20, basically as pre 1914 war model but now fitted with electric lighting.

Perhaps some disused barn will one day reveal one of the 11.9 racers. Until then Club handicap races are the place where one of these cars is likely to claim a place in a race and as yet this has not been achieved.

Tuning an 11.9 appears to have very little effect on the car's speed, and unless modifications such as weight reducing are undertaken it would appear that lap speeds will always fall very short of Oate's figures at Brooklands. Even if extra speed could be obtained in plenty, two-wheel brakes on an unbanked race track has a limited future.

Experience on the Club circuit at Silverstone with "Titus", Nancy Audsley's 1923 11.9 semi-cheap model shows a very low lap speed.

In 1954 this car had a top road speed of 42 m.p.h. with an axle ratio of 4.7 to 1. Valve bounce determined this maximum.

The lap time on the Club circuit was 2 min. 25 secs.

A 4.4 to 1 axle was fitted in 1955 and this raised the top road speed to 54 m.p.h. The circuit at Silverstone was not long enough on any of the straights to enable the car to get up to this higher speed as the acceleration had suffered by the ratio change. The net effect was to reduce the lap speed by 2.4 secs. only, and this in terms of average speed was a modest 36 m.p.h. and the speedometer never exceeded 42 m.p.h.!

Valve bounce had been largely eliminated by the fitting of stronger springs, but it

would appear that the higher axle ratio was a mistake for this particular track. Strong valve springs and the low ratio axle would probably be a better proposition for this car unless the overall weight could be reduced.

Recently we have seen only the one 11.9 Lagonda on the track, but it is to be hoped that Charles Elphinstone will be able to tax the handicapper's brains even more by entering his 1914 11.1, Geralda, and that Freda Roberts will challenge Nancy Audsley in her 1922 11.9. It would be interesting to see what the 12/24 will do in comparison with the earlier models.

To be the only 11.9 in a Lagonda handicap race is a race that is different. It starts with an air of leisure as one surveys the empty track during the long pauses on the only two gear-changes to be made during the whole race: 1st to 2nd, and 2nd to Top, a few yard from the start line. After only a few minutes motoring the other cars are unleashed and the peace of the track is broken. From then on the same cars seem to flash by over and over again. As the last lap is half covered the entire field is right over the other side of the track, but as the finishing line appears almost in reach one is conscious that the whole field is closing in from behind. With the handicapping as good as it is in the Club the last straight sorts itself out into a finish as exciting for the driver of an 11.9 as a 4½ team car.

REVIEWS

MEDICAL HISTORY OF THE SECOND WORLD WAR

THE R.A.F. MEDICAL SERVICES VOLUME II

Edited by SQD.-LDR. S. C. REXFORD-
WELCH, M.A., M.R.C.S., L.R.C.P., H.M.
Stationery Office

FOUR ISSUES AGO the first volume of the War History of the R.A.F. Medical Services was reviewed in these pages with the explanation that it was the *chef-d'oeuvre* of our own Hon. Comp. Sec. Now the second volume of his trilogy has been published and our admiration of Rexford-Welch's ability and versatility is vastly increased.

In 695 pages nine R.A.F. "Home Commands" and three closely allied formations are lucidly described to make the work as far removed from the general conception of a "dry-as-dust" official Service history as it is possible to imagine.

One reason for this is the unorthodoxy and daring breadth of vision of the Editor who has not hesitated to include comments and incidents a lesser mind would regard as "unsuitable" for an official publication. Notable examples are "The lesson of Rabat Sale sick quarters and the PUBIT" (poor unfortunate blighter in transit—being the explanation given by one such to a VIP!!) and the various aspects of voracity of certain Blackpool landladies culminating in false accusation of "bed-wetting" against their unfortunate compulsory "lodgers".

It is quite incredible that nearly one hundred newspapers and periodicals which featured the "Blackpool landladies" when questions were asked in Parliament about

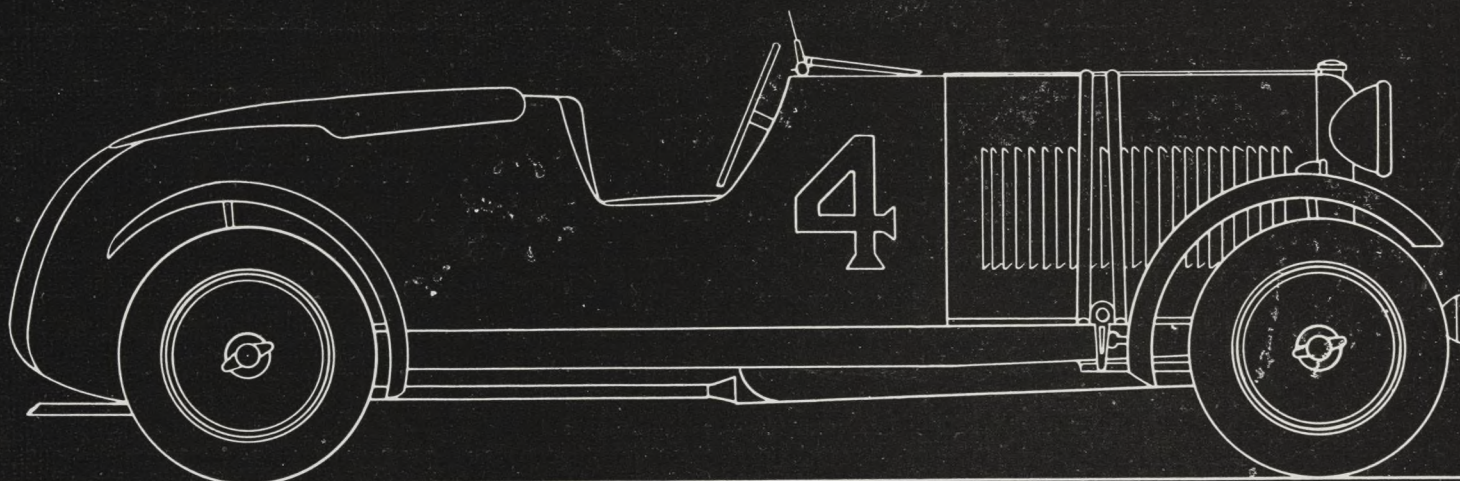
the references to them in this volume, did so without any mention of the rest of the opus nor made any attempt to assess the merits of the reports. It is such lack of competent critical faculty and sense of proportion on the part of the "*microderms*" and their champions that can greatly dishearten a conscientious Editor (who by such experiences ultimately becomes an impervious "*scleroderm*"!). From personal experience your reviewer extends understanding sympathy to Rexford-Welch in respect of these unjustified attacks.

As in the first Volume, Sqd.-Ldr. Rexford-Welch has valuably contributed to history by making the first public records of several important activities such as the classification of cases of flying stress in Bomber Command personnel, the first cases ever flown of poliomyelitis victims, experiments with interior lighting of aircraft to avoid dazzle prior to parachute drop and the preparation of emergency runways, three times normal size, designed for shot-up aircraft, brakeless or inevitable crash landings, which dealt with 571 casualties and no less than 1,700 aircraft landings in twelve months.

This volume teems with interesting accounts of activities as diverse as the repair of spectacles in the invasion Beachhead area, the medical examination of recruits (originally at the rate of four a minute!!), the muddle and difficulties of a small Welsh hospital, deaths due to drinking ethylene glycol, and how airmen were taught "to see at night".

The solution of some problems have great civilian value and the post-war industrial executive owes much to the work herein described on problems of medicine in modern high speed and altitude flying, the expansion-employment of women, medico-legal aspects of industrial accidents, lighting and ventilation of underground "ops" rooms, dermatitis and the inhalation of toxic dusts.

But before this review assumes the form of a contents page, perhaps, in view of an attempt generally to assess the volume, two items, which forcibly struck your reviewer,



4.5 LITRE LAGONDA. 1935.

Reduced reproduction of Rex Hays' scale drawing of Le Mans Lagonda.

may be torn from their contexts. The first was the astonishing statement that complaints about the food in Iceland were found, on investigation, to be largely true because vegetables had ceased to be flown in by air as the charter firm responsible had raised its charges to such a degree that they were unacceptable!!! The other, a terse record that two men taking part in the Dieppe raid in August, 1942, found time to become infected with VD although the whole raid lasted for only nine hours!!

F.N.V.W.

RACING CAR PRINTS

Mr. Rex Hays, who makes racing car scale models, has produced a series of signed prints from his scale drawings (1"/20") of a number of sporting cars among them the 4½ litre Le Mans Lagonda of 1935. These are printed in white line on black ground and measure 12" x 8", each being signed by the artist. Messrs. Heal & Son Ltd., of Tottenham Court Road, W.1, by whose courtesy we reproduce the Lagonda drawing (greatly reduced) offer these prints, admirably set off by a two-inch white bevel frame at Two Guineas each (postage 2s. 6d.) or unframed at 15s. (postage 1s. 3d.).

THE AMOC REGISTER

What an excellent job is the Aston Martin Register as printed and published for the benefit of the lucky members of the Aston Martin Owners' Club. Divided into three main sections, it is easy to see which members own which cars and to learn a lot of Aston Martin history.

The first part of the register lists cars by chassis numbers and is sub-divided into ten distinct sections in chronological order from the early Lionel Martin and Bertelli models to the present-day DB3S's.

The second section lists Registration numbers in both alphabetical and issue sequence order giving the chassis number in each case for cross-reference.

The last section is a list of members' names and addresses.

Over one thousand cars are listed in the register but many shown without owner-details are not the property of AMOC members, an indication of the efficiency of Mr. J. H. Thorne who is the AMOC Registrar and who is to be congratulated on knowing how to do his job really well.

The register is well printed, as is all the AMOC literature, but a much more agreeable and restful page would have resulted if the type area had been produced so that the margins were more generous.

Alas, we in the Lagonda Club can never hope to be so well served, for many of our records have been inexcusably lost.

NORTHERN NOTES from D. H. COATES

RATHER more than usually we have departed from our promises. The last magazine promised a party at Leeds, but we ended up by having dinner at Ilkley instead. It's not all that far from Leeds, and several found their way from there, also from Manchester; so perhaps we shall be forgiven. We hope, too, that those present will forgive us for some slight disorganisation, notably in the time we started eating. A car load of people was being waited for, but it was there all the time.

Will thirsty members please note that there is a misprint in the recent circular from H.Q. Our monthly meet, on the last Tuesday, is at Holme-on-Spalding-Moor, as stated; the colour of the animal is, right—it is red—but it is the wrong animal; it should read RED LION. There are numerous pubs in the village; ours is just off the main street. Anyway, several people still find their way there, but we are all guilty at one time or another in coming in inferior motor-cars. It does not matter so much in winter, but when it's light enough and warm enough to not dash home immediately our welcome is exhausted at the bar and cars are apt to be looked at, it's so much

more seemly to look at Lagondas; though one does not press this in front of members of invited clubs.

By the time this appears, some will probably have rallied with Alvis, and associated with Humber. Invitations, but not yet regulations, are to hand for these parties.

Negotiations are in progress for somewhere to hold the Annual Northern Rally. It is hoped that the venue will be near Bawtry as before. There will be driving tests as before, but not the same tests, so last year's rules will not help. There will be somewhere to eat and drink, so any practice in that direction will be useful; and it is not intended to be so expensive as last year, so don't save up so much money. Saturday, July 7th: Starting at 2.30 p.m., moving to place of refreshment at approximately opening time. It is hoped to be able to arrange accommodation for those who wish to stay the night. As always, this will be a long way from a lot of members; but a week-end in high summer makes a long journey reasonably attractive, and it is hoped that many will avail themselves of the opportunity to meet other owners. Non-competitors very welcome during and after.

NORTHERN PUB MEETS

LAST TUESDAY OF EACH MONTH:

The Red Lion, Holme-on-Spalding-Moor, E. Yorks.

31st July, 28th August, 25th September, 30th October, 27th November.



THIRD THURSDAY OF EACH MONTH: Alvis O.C. Invitation.

The Sun Inn, Colton, nr. Tadcaster, Yorks.

19th July, 16th August, 20th Sept., 18th October, 15th November, 20th December.

COMPETITION NOTES



BY DR. S. C. REXFORD-WELCH

WITH a new season ahead it would be fun if it was possible to write up "Competition Notes" in a nice new style, but it is feared that the customers will, as usual, have to put up with the old look as the goddess of the Muses is unlikely to be munificent in that direction. Nevertheless, it is hoped that this competition year will be an even greater success than last—which in its own right was quite something.

1956 PAST

V.S.C.C. Pomeroy Trophy, Silverstone

Four members of the Club had a crack at the Pomeroy and its fantastic secret formula (or ae)—Don Roberts, Frank Wollard, Peter Hills and Billie Michael—2 litre S, 2 litre, 18/80 and Healey. The contest consisted of two tests, old friends, the "bending" test then the "braking" test and finally both together—all generously laid out on the main runway which allowed velocities of some interest to be gained. One hour's high speed run around the Club circuit and on the next day a 40-odd mile navigation section plus a couple of gentle-

manly tests en route. The whole event being done on sealed tanks. Of interest, fuel consumption Roberts 7 gallons with 18 in. wheels, Wollard 6½ gallons with 21 in. wheels, Hill 11 gallons (he did some extra mileage hunting his tooth brush) and Michael used 4½ gallons and gained a first class award. Most enjoyable test was that of the beer in Towcester.

V.S.C.C. Silverstone 1st Meeting

This attracted a good turn out of Lagondas, but Michael was the only one to score a success—2nd in a 5 lapper using the Team car.

Bentley Drivers Rally

It is with the greatest regret that it is announced that this most enjoyable event was not run due to it being insufficiently supported, we entered 9 cars. It is felt that the event might have been a little on the expensive side in relation to petrol. It is certain that they will try again next year, and then we must try and put in a really big entry, for it would be a serious blow to "one-make clubs" if this rally should die out

Alvis-Lagonda Film show

A very pleasant evening was passed with our Alvis friends during which some excellent films were shown including our own colour A.G.M. epic by Rank Briggs. Organisation was by Alvis and included a pub with first class mild beer and special nuts for Tortoise Taylor.

1956 TO COME

The following will be an expansion, up to early September, of the calendar which all members should have received with the last circular (News Letter 2). Members will note that considerable alteration has taken place in the "Points System". These changes have been made to *accent* Lagonda Events such as the Southern and Northern Rallies though encouragement is still given, but in smaller slices, to competition outside the Club. These suggestions were made by the two members who will lose most by the change—sporting, ain't it.

Invitation

The Hon. Competition Secretary invites you to put your name on his register of Marshals.

COMPETITION NOTES (contd.)

Northern Rally, 7th July

Henry Coates works very hard in the fastness of the North to make this event very similar in character to the Southern Rally, and it is hoped that all Northern members will back him up as he so much deserves. If anyone from the South goes up a big welcome in the form of many pints is certain. It is usual for a number of members to stay the night at a hotel chosen by Henry, who is something of an expert at this gentle art. The Bon Liver of the North. (Note meeting date changed to avoid V.S.C.C. Oulton clash.)

Aston Martin Owners' Club Silverstone, 21st July

We have again been asked to enter teams for the relay race in this popular event. Teams are of 3 cars each doing 5 laps. Last year we put up one of the best tries ever, and we hope to do better this year. Those interested please contact Billie Michael, 26 Bryanston Square, London, W.1.

Bentley Silverstone, 4th August

Again our Bentley friends have offered to lay on a 5-lap handicap race for LAGONDAS ONLY. Last year this was a big success, we suggest the handicaps from our list of known times and thus ensure that the variety of Lagondas taking part all have a fair chance—ladies have been known to try their luck in an 11.9 in this race.

Alvis-Lagonda Meeting, 16th September

This meeting jointly run by the two clubs will probably take the form of driving tests only, and it is hoped to have a little more inter-club rivalry this year. Details of this event will be given in a forthcoming News Letter. C.R.W.

APRIL SOCIAL—22nd APRIL, 1956

THE CLUB'S first event of the year, the April Social, was well attended by 29 competitors and many more members who came as navigators, passengers or fellow travellers. We were lucky to have perfect, sunny weather.

Everyone foregathered at the King's Head, Holtspur, on A.40. Apart from the Regulars, it was nice to see J. M. Dickinson, J. Johnson in his 2-litre with artillery wheels assisted by John Ayre and their respective wives; J. C. White in a post-War 2.6. C. Gordon, just back from Kenya, was in a Sunbeam, and W/Cdr. Randall was fielding a Bradford van. Richard Hare, unfortunately on crutches, was being driven by guests, but Charles Long, who also broke his leg before the meeting, was able to carry on with the aid of an efficient welding job.

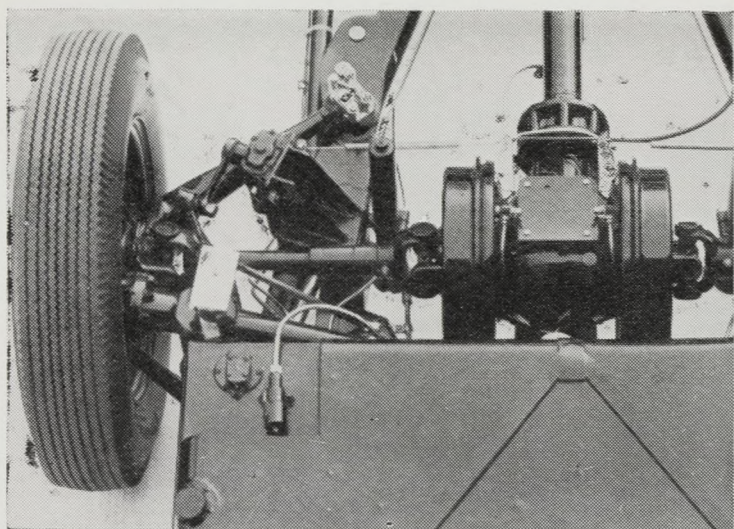
Competitors had three hours within which to find 7 signposts lying north of Maidenhead and south of Amersham. The top line of each arm of the signpost being given. Those who hoped for a neat 3-point "fix" were disappointed. In most cases competitors were only able to narrow down the area in which the signpost could be. After that they could earmark the more likely junctions and they then just had to comb the district.

The first man back was Ross Watt in his Volkswagen. This seemed to be a case of more haste less speed as for once he did not feature amongst the higher placed. Pop Hughes was seen motoring determinedly but somehow arrived a little late; Pam Bartlett was handling the "Hip Bath" with verve, whilst Harry Gostling avoided enquiries about his marks. Although the majority finished in time, rather surprisingly only five members kept a clean sheet. These were Dickinson, Randall, Abel and the Hare and the Tortoise.

The final placing was decided by the five competitors who lost 20 marks each having to judge the length of a minute. The final order was:

1. Dr. Abel (Daimler)
2. W/Cdr. Randall (Bradford)
3. J. M. Dickinson (2 litre)
4. R. P. F. Hare (Alvis)
5. G. P. W. Taylor (LG45)

After this very pleasant afternoon's motor-ing and a good tea provided by the Spade Oak Hotel, most of the competitors repaired to the Bell House Hotel, Beaconsfield, to round off the day.



Here is the layout introduced on the 2½-litre Lagonda after the war and continued for the present 3-litre model.

THE INDEPENDENT REAR SUSPENSION OF THE DB 3-LITRE

THE exceptionally comfortable ride of the current 3-litre DB Lagonda (in particular the complete absence of pitching so often experienced by rear seat passengers) and the excellent road holding and cornering qualities are largely due to two features—*independent rear suspension and cruciform frame.*

The DB Lagonda design of Independent Rear Suspension represents a compromise between the swing-axle type and the parallel-lever system, for each rear stub axle is carried by a triangulated link, the tubular arms of which are pivoted on the frame by rubber mounted ball joints, the pivot axis being at an angle to the centre-line of the car in plain view.

A limited amount of wheel tilt occurs and the defect of the parallel-lever system, in which the roll angle of the wheel is the same as that of the car, is avoided.

By mounting the bevel box on the frame and the brake drums inboard, the lowest possible unsprung weight is achieved and the seat and floor can be kept low and flat.

Rubber mountings for the bevel box and all suspension parts ensure that noise and vibration are not transmitted through to the body.

INSURE YOUR LAGONDA

AT SPECIAL CLUB TERMS

*(No additional premium normally charged
for entry in rallies)*

through

**HYDE-EAST, BALSTON
& PARTNERS LTD.**

Insurance Brokers

**26 MARTIN LANE
LONDON E.C.4**

Tel : MANsion House 2335 (3 lines)



Spares and Technical Topics

By IVAN FORSHAW

Spares Registrar and Technical Advisor



In resuming these notes after so long a silence, I must first thank a great many members who have written so kindly of them. The reasons for the lapse are, I think, fairly well known—an enormous volume of correspondence, punctuated by those periods of incapacitating illness to which I am subject, leaves me nothing in the way of spare time. It has been impossible to keep abreast of everything, and a formal apology is offered to any members whose letters have failed to evoke a reply. I hope it will not stop them from writing again. In concluding this rather dreary preamble, may I offer belated thanks for nearly three hundred Christmas cards, a kindness which it is quite impossible to reciprocate.

Oil Pressure. Low oil pressure is the most common cause of high blood pressure amongst owners. More letters are received on this subject than on any other, and a public examination may save much correspondence. The makers recom-

mended pressures were as follows, all with hot engines and at a speed of 30 m.p.h.—

	<i>Per square inch</i>
2 litre 4 cyl. prior to 1930 ...	15 lb.
2 litre 4 cyl. subsequently ...	30 lb.
16/65 and 3 litres prior to 1930...	16 lb.
Later 3 litres and 3½ litres ...	30 lb.
16/80 Special Six ...	20 lb.
Rapier ...	30 lb.
4½ litre M45 and LG45 ...	20 lb.
4½ litre LG6 and V12 ...	30 lb.

Pressures may read higher than the above without detriment, but it should be borne in mind that excessively high pressures may result in blown joints or fractured pipes. Lower pressures at tick-over speeds are common and no cause for anxiety. Pressures may read considerably higher when cold, and there may be a natural variation between winter and summer. There may be a temporary fall in pressure under conditions of stress, as when being driven hard on a hot day, or after prolonged hill climbing.

Although the above figures represent recommended minimum pressures, in practice it will be found that engines will cover great mileages with complete satisfaction at considerably lower readings, provided they are not over-stressed, and dependant on the cause of the low pressure. The causes of low oil pressure may be summarised as follows, roughly in order of probability:—

1. Worn crankshaft journals and bearings.
2. Choked suction or pressure filters.
3. Defective oil pump.
4. Air leaks on suction side of pump, or oil leaks on pressure side, caused by bad joints or loose unions.
5. Dirty, defective, or sticking oil pressure release valve; broken release valve spring.
6. Lack of oil in sump; oil in bad condition, or of unsuitable grade.
7. Defective oil pressure gauge.

The remedies for the above will be obvious, but further advice is always available from this section of the Club. Total loss of oil pressure may be due to an extreme condition of any of the above causes, or to a sheared oil pump drive or broken oil pipe. Ordinarily an engine may safely be run with low pressure but a complete loss of pressure should bring it to a standstill until a thorough investigation has been made, the cause located and rectified. Otherwise the repair bill may be very heavy. All

The developer for *ALL* your negatives

One ounce for One film and use it ONCE only

UNITOL CALCULATOR
Shows developing times for all dilutions up to 1+24

250 cc size 3'6
YOUR DEALER SELLS IT

these lubrication systems are fitted with an adjustable oil pressure release valve and the effect of an adjustment here should first be tried if the oil pressure is suspect.

Tyre Pressures. These are subject to conditions of use and loading of the car, condition of chassis and of particular road surfaces, and to some extent to personal preference. The most suitable pressures may be found as a result of experiment. A table of recommended pressures appear below; optional wheel and tyre equipment was offered on some models.

Model	Tyre	Pressure in lb. per sq. in.	
		Front	Rear
2 litre Tourer ...	5.25 x 21	35	35
	5.50 x 18	32	32
2 litre Saloon ...	5.25 x 21	37	37
	5.50 x 18	34	34
3 litre Tourer ...	5.25 x 21	37	37
	6.00 x 19	35	35
3 litre Saloon ...	5.25 x 21	37	40
	6.00 x 19	35	35
16/80 Special Six	5.50 x 18	32	32
Rapier ...	4.50 x 19	30	30
4½ litre M45 ...	6.00 x 19	35	35
LG45, LG6 and V12	6.00 x 18	34	34

A reduction of 3-4 lb. per sq. in. may be made in the front tyres at any time, and in the rear when the rear seats are not occupied. The pressure in the front tyres may have a marked effect on the steering of the car.

Instruction Manuals. Photostat copies of the original handbooks for the LG45 and LG6 4½ litre cars are now available from me.

Catalogue. Photostat copies of a most interesting and informative Meadows Catalogue relating to the 4½ litre 6ESC engine are also available. Price 12s. 6d. each.

Literature. The writer has a very large collection of Lagonda material made over many years. To make these papers available for general use it is proposed to divide them into files relating to the various models. Each file will contain a series of Road Test Reports, contemporary descriptions, a Catalogue if available, and any other relevant material. The files will be available for loan and lists of would-be borrowers will be compiled as received.

Fire and Brimstone. The work of this section is seriously handicapped by the failure of members to return borrowed papers, tools, and the like within the period of loan specified. This causes great inconvenience to other members, a general dislocation of the service, and extreme annoyance to the writer himself. If it is not too much trouble for these things to be packed and despatched

amidst such a welter of correspondence and work it should certainly not be too much trouble for members to return what they have borrowed. As patience becomes exhausted the continuation of some of these services is in jeopardy and it will be appreciated if members will at once return anything in their possession of the above kind.

Spares are available for most models, and continue to move freely between members. Many owners have been extricated from serious predicaments. The requirements of others are noted and indulgence is asked in their fulfilment.

Acknowledgements. Mention must be made again of invaluable assistance and support provided during the past two years by various members—Jack Hullock, Clifford Moss, Frank Gabb, Ian Maconachie, Clifford Rees, Roy Tosswill, Laurence Mathews, Arnold Stevens and others. A chemist friend supplies large numbers of boxes—if members receive one labelled Syrup of Figs or Aspirin no hidden meaning is intended. Assistance has covered a wide range from photography and supply of wrapping paper to actual machining of difficult parts. If you have any special skill or capacity to offer in the common cause it will be welcomed.

Chat. A few cars change hands, which is in the natural way of things. But the make inspires an unusual and perhaps unique affection, and it is astonishing how many owners come back to it. Eric Dent, Kenneth Stark and Alan Hitch have

CHROMIUM PLATING

OF ALL TYPES OF
CAR EQUIPMENT & ACCESSORIES

★
Vintage Car Work
our Speciality
★

24-Hour Service for Re-silver Plating Reflectors

★
Damaged parts repaired prior to plating,
if requested

MURRIVAN LTD.

99 Tamworth Road
West Croydon · Surrey

CRO 4709

Collection and Delivery by our own Transport

SPARES & TECHNICAL TOPICS (contd.)

recently returned to the fold and much work is toward. On the other hand William Walther sells with regret and sense of loss, finding a V.W. a handier proposition in London traffic than his faithful 2 litre. Adams, having sold his 2 litre to John Hough a couple of years ago, tries to bamboozle Hough into selling it back, but is beaten off.

Mack Stratton sells his Hotchkiss and buys a 2½ litre Riley Roadster. His Bugatti is causing anxiety, but if he will have such an exotic mistress he must learn to pay for her tantrums. There is a report that some months ago Stratton proposed a journey to view two huge Hispano Suizas and begged Peter Bartleet to accompany him to prevent him from buying both! Another with Bugatti leanings is James Crocker, whose weight is bringing his 16/80 to her knees—he is being resolutely deflected towards a 4½ litre Rapide. Following a stormy interview with his bank manager, and what he describes as “a realistic appraisal of his financial affairs,” David Garrard sells his 2 litre; running, he says, even better than the day he bought it 12 years and 150,000 miles ago. They put good stuff into them in those days! Targett is involved in a fracas with a drunken driver and after demolishing this miscreant Zephyr and a 15 foot concrete lamp standard finds the only apparent damage to his M45 is a crumpled front wing. The certainly made them! Poor Ben Walker, after a winter of reconditioning, hits a telegraph pole

within a few minutes of taking the road, in a phenomenal avoidance of a stray dog. Fortunately the damage for a man of Ben's capacity is not serious, and the car is soon repaired. The great margin of personal safety which is provided by the Lagonda is not sufficiently appreciated.

In South Africa Joost Gompels' 3 litre finds another enthusiastic home with Exner Baumann, whose first drive in it was more than 1,000 miles. Pat Mac Iver, an uneasy tour of duty with the Arab Legion drawing to its close, will shortly be back in England and seeking another car—probably a Rapier saloon, if there is a good one available. In far-off Singapore Roy Lake is having exciting jungle times in command of a transport squadron and enjoying his various excursions enormously. His M45 4½ litre tourer is with him and there is a waiting list of passengers. Doug Wilson returns to Australia complete with 2-seater Rapier, the cylinder head of which received gas flow treatment before departure. Earlier in the year Tony Steward left for New Zealand with his V12 Coupe. Symonds is due on leave from Malaya, with a yearning for a Rapide like “the Apothecary Arnold Young's,” but without the spectacular blow-ups which Young achieves. Arnold is said to have won the Perak Motor Club's Clot's Cup outright, and all because a rock outcrop wiped off a part of his sump and deposited all his oil in the jungle, unknown to Quack and with disastrous effect on his engine. Arnold's old 2 litre has now passed into the hands of Tupe of the Shell Company in Singapore, who in a little over-enthusiastic gear-changing has engaged two ratios at one and the same time, with disappointing results. Doug Price is settling down well in Nigeria and enjoying his work—there is a dearth of vintage cars, and the only example he can find is a heavier-bodied Rolls Royce Silver Ghost, in which he is not yet ready to ride. All these gallant exiles will have the Club's warmest good wishes for happy motoring.

The Moment of Truth. The writer overhears with mixed feelings his nine-year-old son describes him as “an out-of-this-world bod.” But I am by no means the only oddity in the Club—as a comfort to the other 700 let me quote John Stuart Mill: “That so few now dare to be eccentric marks the chief danger of the time.” I learned long ago that it is only the characters, the peculiar ones, the one-offs, who are really worth knowing and whose company is worth seeking. There is a surfeit of the other kind. Warmest congratulations to John and Jane Ayre, at whose recent wedding the 2 litre is reported to have been best man. Johnny Johnson, now a colleague of Ayre at Vickers and formerly with the design staff of Connaught, joins the Club with yet another hip-bath 2 litre. New member Andre Kenny owns no fewer than three Lagondas—2 litre, 3 litre and 4½ litre; his initial letter asks somewhat diffidently if he is eligible to join the Club! Joe Pritchard sells his 2 litre and takes over Ian Murphy's Lancia Aprilia; Murphy,



with some misgivings and innate longing for another Lagonda, buys a TR2—no doubt he will be back in due course. Dennis Lead, now farming in Kent, is another who returns to Lagonda ownership—this time with a 2 litre saloon.

Addle-brained proposals to cut the accident rate by an attempt to sweep the older cars off the road will have angered others besides myself. They display either woeful ignorance or a deliberate avoidance of the real causes. It is not the cars which are responsible for accidents but their drivers. The prime causes are excessive speed and rank incompetence; garnish these with a totally inadequate road system and you have all the ingredients for this horrid dish. The first steps should surely be to enforce laws and safety regulations already in being; the 30 m.p.h. speed limits have become ludicrous—consistent observers are liable to be hooted off the road as pottering nuisances; only a few weeks ago the driver of a modern sports car was prosecuted for exceeding 90 m.p.h. in a main thoroughfare in the outskirts of Bournemouth. An acquaintance nearby with a house on a cross-roads no longer considers it worth while to re-erect her garden fence, although there are halt signs which should rule out accidents here.

In Cornwall Donald O'Connor has a narrow escape from buying a huge and tantalising Rolls Royce; thank God, he says, it had already been sold and the temptation to mortgage his life

**for
WELDING
of every
description**

including aluminium

**HULTON
EQUIPMENT CO., LTD.**

LIND ROAD, SUTTON, SURREY

VIGilant 3116

INSURANCE SCHEME FOR LAGONDA CLUB MEMBERS

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

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

ANTONY HYDE-EAST
—INSURANCE BROKER—

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

Phones : KINGSTON 8966 (2 lines.) Home : MOLESEY 6222.

NO EXISTING BUSINESS CONNECTION ELSEWHERE.

SPARES & TECHNICAL TOPICS (contd.)

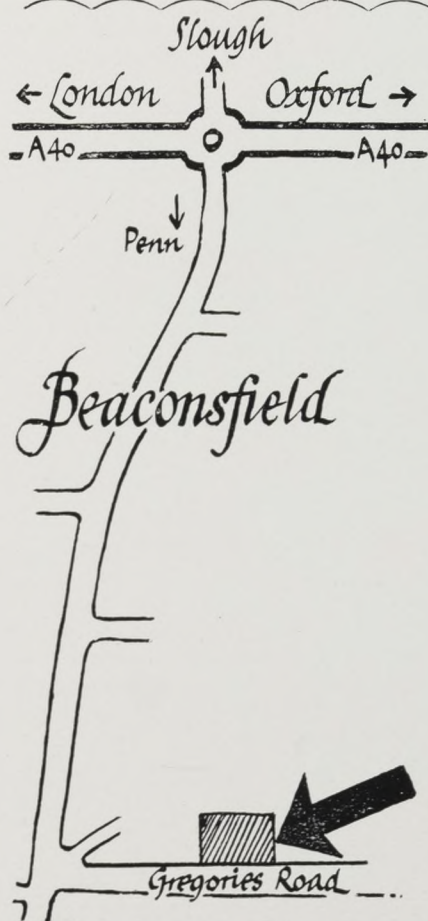
assurance removed. Peter Andrews, now with an impressive title at the War Office, sympathises with my sciatica—his father, he said, had a fearful time with it and it is believed to attack athletes by preference. This implied flattery does nothing to lessen the pain.

In the special builders' corner Richard Paines is said to be making good progress with his Rapier, to which a fibre-glass body is being fitted. Ingenious modifications to the engine are envisaged, with a chain-driven supercharger and a swapping over of inlet and exhaust sides. Donald Overy is drawing up a V12 competition car and would like to hear of a suitable chassis going cheap. Henry Coates, a great man to braw up the unusual, is reported to have a barn half-filled with partly constructed specials; there is no evidence that one of these is a 4½ litre engined David Brown tractor. David Drew is still another 2 litre owner to come back to Lagonda—he is rebuilding from the ground up, and has acquired two cars for the purpose. In Birmingham Arthur Young has the most incredible adventures following the purchase of yet another 3 litre, and writes for a cure for gremlins. Colonel Kent-Lemon's restoration of his 16/80 is believed to be complete and the car may be run at Club events shortly.

With the competition season at hand Henry Mulholland's 4½ litre team car has been fitted with a 4½ litre Bentley gearbox, to eliminate the trouble

experienced in this department last year. Pete Gwynn clears the cobwebs from his supercharger and finds an additional 2 lb. of blower pressure—even this is not enough to allow him to keep pace with Dick Scates high-chassis 2 litre. Donald Overy, who has survived much dicing at Silverstone, is thrown by his Vespa and cracks his skull! In the far north Tony Wicks completes a winter of titivation on the fine 16/80 which formerly transported John Morrow's great bulk—always, it seemed, with a slight list to starboard. Kirkwood throws a pushrod on his 3 litre—the penalty of pushing up the r.p.m. to 4,500—but fortunately without serious damage. Alan Croucher breaks an axle shaft on holiday in Somerset, but is rescued with speed. Martin Hutchinson's 2 litre has covered more than a quarter of a million miles in her 28 years, the past twenty of them in his ownership—he will, he says, be delighted to keep the car for another ten. Good enquires the reason for the blanking off of all but the rear water porte on the cylinder head of the 16/80 engine; this was standard practice and no doubt designed to promote even cooling.

Geoffrey Seaton's spectacular successes with his 3 litre have earned him many friends amongst the do-it-yourself clan. The severe frosts take a heavy toll and at least four engines are badly damaged, with consequent heavy consumption of spares. Roland Morgan is particularly unfortunate in having turned on all the drain taps but, possibly through some obstruction, the cistern did not



LAGONDA SERVICE

*Repairs — Overhauls
Tuning for Competitions*

Most V12 and LG6 chassis spares now available

MAURICE LEO

SALES AND SERVICE

GREGORIES RD. GARAGE, BEACONSFIELD

Telephone Beaconsfield 538

drain quickly enough to prevent freezing. The location of all drain taps—radiator, water pump, water pipes, and cylinder block—should be known and it is essential that they are kept clear by poking through with wire.

John Hough's 2 litre completes 30,000 miles without decarbonisation and without tappet adjustment, and has never failed involuntarily (sound of noises off, he says, followed by the crackle of notes!). In delivering his son to boarding school he encounters a 1921 Silver Ghost driven by Mavrogordato, whom many will remember as a great exponent of Scott motor-cycles in the days when the world was young. Even Mrs. Hough was impressed to find there was a bigger B.F. than John living in the same county. And with this crumb of comfort for all eccentrics these notes must end—I trust they will appear in further issues without lapse.

**DUPLICATING & TYPEWRITING
OFFICE STAFF**

**POVEY
SECRETARIAL
SERVICES**

9 SOUTHAMPTON PLACE
(near Holborn Tube Station)
LONDON, W.C.1
CHAncery 7247

**“PERSPEX” SHEET
CUT TO SIZE OR SHAPED
★
ROD - TUBE - BLOCK - SHEET**

ex stock

★
Engraving Machining
A.I.D. Approved

★
RICHARD DALEMAN LIMITED

Engineers in Perspex

325-327, LATIMER ROAD, W.10
LADBROKE 1879/3709

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.

WANTED

Member returning overseas August seeks storage space (long term) for 4½ litre Saloon any district. Barrett, 21 Southfield Road, Much Wenlock, Shropshire.

FOR SALE

- 16/80** Tourer. Late 1933. Many Spares. Re-sprayed grey. £150. Richard Paines, 23 Eastbury Road, Northwood, Middlesex.
- 2-litre** H.C. tourer. Recent work includes re-fabricated body, re-cellulose; particularly fine specimen. £200. Many 2-litre spares, including complete engine, axles set. Scates, 50 The Charter Road, Woodford Green, Essex. Tel.: BUC 5877.
- 4½-litre** Meadows engine complete with accessories (ex M45 chassis). In good running order. £35. Also pair of P100 headlamps. £4. Lt.-Cdr. Barlow, R.A.F., Boscombe Down, Amesbury, Wilts.
- 3-litre** pillarless saloon, 1933. Excellent condition throughout, full details gladly supplied. Genuine reluctant sale. £140, or reasonable offer. W. A. Wood, 13 Church Road, Edgbaston, Birmingham, 15. Tel: Edg. 4036.
- 3-litre** saloon, 1931. Engine complete overhaul 10,000 miles ago. Mechanically sound; body fair. About £110. H. B. Dawe, Esmeree, Tonbridge Road, Teston, Nr. Maidstone, Kent. Phone: Watlingtonbury 82354.
- 4½-litre** M45 Tourer. Good condition. Engine recond. 1955; new clutch, etc. £160. Bannington Stiley, Valley End, Chobham, Woking.
- 4½-litre** Tourer, M45, 1935 series; grey/black; excellent condition; quite standard; good history. £225. Sankey, Shackerley Hall, Albrighton, Wolverhampton.
- 4½-litre** exhaust manifold. Pair HV5 s.u. carburettors for 4½, 3 litre back axle, 4.1:1 3-litre Z-type gearbox (3rd gear wheels very worn). Lt. T. D. Kennedy, R.N., H.M.S. Theseus, c/o G.P.O., London.
- 3-litre** pillarless saloon, 1933. Very good condition throughout, has passed R.A.C. test for full comprehensive insurance. Laid up 1939-47, three owners since. Would travel reasonable distance to meet anyone really interested. £110 or best offer. W. A. Wood, 13 Church Road, Edgbaston, Birmingham, 15. Edg. 4036.
- 1928** open 3-litre Lagonda; virtually new tyres, relined brakes and clutch; spare engine; good roof and side curtains. Reason for disposal: Death Duties forcing emigration. Eastbourne 403, or seen Horsted Keynes, Sussex. Danehill 253. £160. O.N.O.

continued foot of next column

RECOMMENDED PORTS OF CALL

London 45 miles. A40. Oxford 9 miles

Brimpton Grange

MILTON COMMON Nr. OXFORD

**Luncheons • Teas • Dinners
Dances • Parties • Meetings**

Fully Licensed Bar

Telephone : Great Milton 6

The Coach & Horses

AVERY ROW
GROSVENOR STREET
LONDON W.1

Beers • Spirits • Wines • Snack Buffet

A Hostelry of Character and Charm

THE KING'S HEAD & EIGHT BELLS

50 Cheyne Walk, Chelsea, S.W.3
overlooking the gardens and river

SNACK BAR EASY PARKING

1933 3-litre. Suitable spares; good Z box; 19in. wheels. £40. Box 24.

EXCHANGE

Exchange 1935, 16/80 saloon for 4-seater Rapier, or would sell for £150. Doyle, Flat 2, Old Fire Station, Reardon Path, London, E.1.

NEW BATTERIES HALF PRICE FROM ACTUAL MAKER

EXAMPLES

6 volt	56 amp hours,	£2 17 6
12 volt	56 amp hours,	£5 13 6
6 volt	72 amp hours,	£3 9 6
12 volt	56L amp hours,	£6 2 6

*Call, write or phone
for complete price list*



FULLY GUARANTEED

Any type or size of first-grade Heavy Duty Starter Battery in exchange for your old one at a saving of 50%. Take or send your old battery to any of our addresses below and receive a brand new MACAULAY battery with maker's guarantee at half standard price.

MACAULAY

BATTERIES LIMITED

DEPT. L

LONDON : 25/27 Mallinson Road, S.W.11 (BAT 9242)

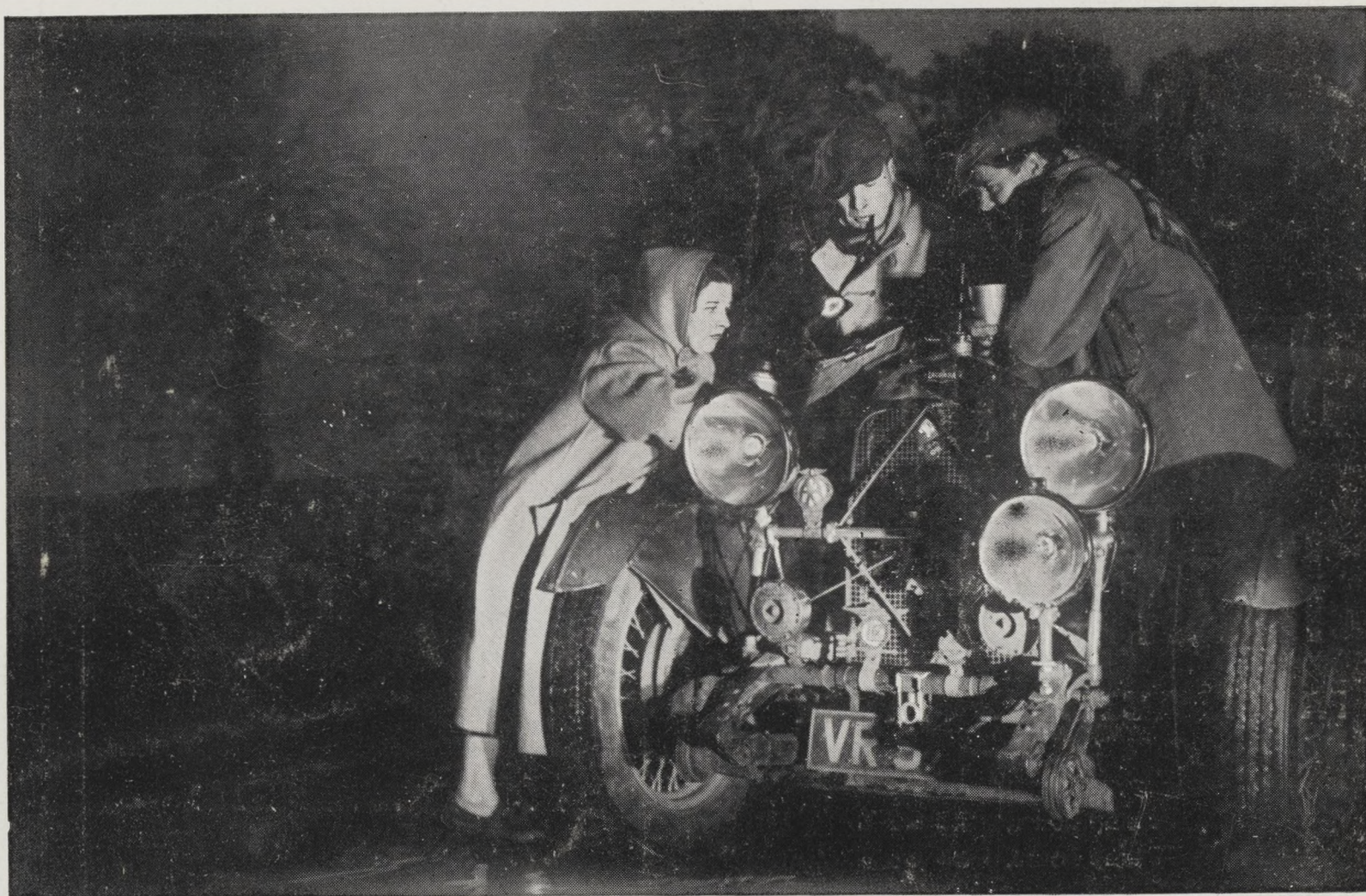
EXETER : 33 Holloway Street, Exeter (Exeter 59042)

NEWPORT, MON. : 22 Malpas Road, Newport (Newport 58094)

GLOUCESTER : 117 Southgate Street (Gloucester 21911)

BRIGHTON : 61 Buckingham Place (Brighton 27961)

GRAVESEND : 198 Parrock Street (Gravesend 2786)



Minutes saved . . .



. . . snatch a few of them for coffee ; for there's nothing like good coffee to keep you on the alert. Nescafé, all pure coffee, is made to dissolve instantly, so there's nothing to go wrong in the making ! Many people prefer Nescafé at any time, not only because it is convenient and economical, but because it ensures perfectly made, *freshly* made coffee always.

there's always time for

NESCAFÉ
100% PURE COFFEE

ANOTHER OF NESTLÉ'S GOOD THINGS

CIRCULAR



JULY 1956

Members may wonder why a Circular and the Magazine are produced at the same time. The answer is simply that the assembly of a magazine starts many weeks before its actual production hence material will always be, in a sense, stale while on the other hand the Circular can be up-to-date to one week's delay. Also it does tend to emphasise the really important things in which members should interest themselves in the IMMEDIATE future.

BRIEF REVIEWS OF THE PAST

APRIL SOCIAL (Organiser Wilby - thank you) The 31 competitors had a pleasant run through the lovely Thames valley scenery - having been given 'information' on finger posts they had to go out and find the said digits. Quite easy? but only five returned clean sheets. A special test held in the grounds of the Spaide Oak Hotel, Bourne End, picked out the winner, Dr Robin Able (a 14-stone bird this) with W/Cdr. Randell runner up - neither driving a Lagonda!

SOUTHERN RALLY The experiment of holding it at Heston Airport was most successful. 33 members, nearly all in Lagondas, took part in very sunny weather. The eight excellent tests were run over twice and the winner proved to be Colin Bugler driving a very pretty D.E.C. Rapier. Our old friend George Collins and Maurice Leo won respectively the two Lagonda classes. The non-Lagonda class was won by Peter Hill driving an M.G.(T), his Lagonda, a 16/18, suffering from mal-a-la con rod. The club is indebted to the organisers: Harry Gostling, steward Ross-Watt and Ken Wilson for running the event and to our Comp. Sec. for having a bash in the 1907 Itala - at least he could see where he was going even if he didn't manage to get there.

8 CLUBS SILVERSTONE MEETING Through one reason or another the field in the 'Lagonda Only Race' was rather smaller than usual this year. However, the closer handicapping led to a race of more interest than last year. The eleven starters ranged very nicely from a 1929 high chassis 2 litre to a 1936 4½ litre team car. Charles Long in his light weight 2 litre Le Mans managed to pass Bugler and pressed on with great determination to win the race - a very popular Club win and the culmination of a lot of trying over the years. Behind, Naylor in a Rapier, just held off Lyne in a 4½ litre saloon to finish second, followed, at a very close distance, by the rest of the field. Handicapping is improving and the line abreast finish ideal comes nearer. After the meeting a very successful pub meeting was held; so successful that some member left a lot of clothes at the pub (Scandal?). They can be recovered from the Comp. Sec. as they don't fit him, alas!

NORTHERN RALLY Held this year on Sandtoft Aerodrome, near Bawtry, Yorks. Attracted 23 competitors. Members there included Symonds, on leave from Malaya, in the ex-Crocker 16/18; Elliot Elder from Edinburgh in a very neat Rapier; Jeremy and Susan Mason, Betty Woodhead and Mike Wilby who came in the ex-Spiller ex-blown 2-litre to marshal, and Bill Hartop and Peter Bartlett in the Hipbath. While a full report will appear in the magazine we are pleased to note that the outright winner was Dick Page (1931 2-litre blown) and that class winners were Bill Hartop (1927 2-litre), Henry Coates (1935 M4 5R) and John Hobley (Triumph TR2). To organisers Henry Coates and Dick Paines and their many helpers thanks must be recorded for a most enjoyable afternoon - and evening!

COMPETITION TRIUMPH On Sunday, June 24th, the LAGONDA "A" Team won 1st place in the Lancia Inter-Club Driving Tests held at Heston Airfield. 23 'one make' teams were entered. The event was run on a formula handicap which was applicable to all eight tests, which were run over twice.

Final Placing: 1st Lagonda, 2nd Riley, 3rd Alvis
Lagonda "A" Team: Bugler-Leo-Gostling.

BRIEF INTRODUCTION TO THE FUTURE

BENTLEY DRIVERS CLUB SILVERSTONE MEETING, 4th August. Once again the Bentley organisers have offered us a 'Lagonda Only Race' of 5 laps; also they have a $\frac{1}{4}$ -mile sprint in which we have two classes to ourselves. This has always been an excellent meeting in which to drive or spectate with the finest of Vintage machinery on view and at work. To date we have an entry which includes one of every known existant model.

750 CLUB SIX HOUR RELAY, SILVERSTONE, 18th August. This meeting will be held over the 'long' Silverstone Club circuit. Always an interesting event and one of National Open status in which teams of six cars compete for the biggest distance travelled in the six hours on a handicap basis. We fielded a couple of teams two years ago and, though receiving a poor handicap, acquitted ourselves creditably particularly in the pits service. Several members have asked if we can have a go this year.

As it is necessary for each car to run for one hour, in two or more spells, it is appreciated that this is a relatively long time for some vintage cars; however, if enough members rally round the race sub-committee will be pleased to organise our entry. Will anyone interested contact Mike Wilby giving your home address and as many details of your car as possible.

BENTLEY FIRLE HILL LIME, 2nd September. - full details later, but please mark your diary.

NEW SOCIAL ACTIVITY

The Lagonda Club has been invited by the Aston Martin Owners Club to join them, as co-promoters, in their Annual Dinner Dance, which will, this year, also mark their 21st.

Tickets will be strictly limited and first come first served. The evening will be divided into reception, dancing, dinner and buffet and will be of the high order associated with the Cafe Royal, Regents Street - the venue.

The date agreed on is the Friday before our Night Trial. It being hoped that this will allow members living at a distance to make a weekend of the two dates and members living in the London area should possess sufficient resilience to recover the Saturday morning and afternoon.

Preliminary bookings can be accepted by either Freeman-Wright or Rexford-Welch.

LONDON PUB MEET

This popular function takes place the third Thursday of every month at the Coach and Horses, Avery Row, Grosvenor Street, W 1. (just off New Bond Street). Excellent parking exists for a multitude of Lags outside and first class beer inside.

CLUB TIES

The club tie - maroon with the winged Lagonda motif - can be obtained from Charles Long, 39 Rosehill park West, Sutton, Surrey for 15/6 plus 6d postage.

BARGAIN BASEMENT

3 litre 1933 pillarless saloon. V. good condition throughout. Passed RAC test for full comprehensive insurance. Laid up 1939-1947, three owners since. Would travel reasonable distance to meet anyone interested. £110 or best offer. W.A. Wood, 13 Church Road, Edgbaston, Birmingham 15. Tel Edg. 4036.

2 litre blown 1931 open speed model. Engine stripped, crank re-ground, bearings line bored, all parts renewed. 1935 Zoller blower with improved oiling system new kingpins, drums relined to original, new brake linings. Chassis rebushed. New cycle mudguards. Plating good. All instruments functioning. Fabric body and cellulose (black) good. £225. C A Oliver, Bromley House, 33 Clytha Square, Newport, Mon.

2 litre spares. Charles Long has most spares for 2 litres to offer including 525.21 wheels and tyres. C Long, 39, Rosehill Park West, Sutton Surrey.

1934 16/80 Saloon: good mech cond; inc. new tyres; battery, magnets, water pump, starter and dynamo, gearbox overhauled; last 3 owners club members. £125. N A Watson, 45 Essex Park, N 3. FIN 3139.

The Lagonda Club November Handicap

As members are aware a considerable amount of time, work, and expense is involved in running an "invitation event"; in addition considerable harm can be done to the good name of the club should the event have to be cancelled through lack of entries or should there be an unreasonably low proportion of Lagonda entries to invited entries.

Your committee has therefore decided that the event should only be run this year, provided provisional entries are received before 31 July 1956 from at least 25 club members.

The full regulations will be circulated in October - the provisional details are as follows:-

1. Date: Saturday/Sunday 17/18 November
2. Start Time: approx 9 p m
3. Event - Night Trial of 250 miles followed by driving tests on Sunday morning.
4. Eligibility - Lagonda Club members driving Lagonda cars and ACOC, Alvis CC, Aston Martin OC, Bentley DC, Lancia DC, and VSCC members driving appropriate cars.
5. Area - Oxfordshire/Berkshire
6. Start: proposed from points anywhere within 50 miles of Brimpton Grange 651036 on Map Sheet 158, 6 miles E of Oxford on A40

If you intend to enter, please send in the provisional entry form together with entry fee before 31 July 1956.

Entry fees will be returnable on application before 1 October 1956 or in the event of the rally being cancelled.

Please note: competition licences will be required

Name..... BLOCK
Address..... CAPITALS
Car..... PLEASE

I enclose herewith cheque/PO for 25/- in respect of my provisional entry fee for the Lagonda November Handicap to be held on 17/18 November 1956.

Signed.....

(Cheques to be made payable to The Lagonda Club)

Send this slip without delay to J. M. Bosworth, 31, Cadogan Square, London, S.W.1.