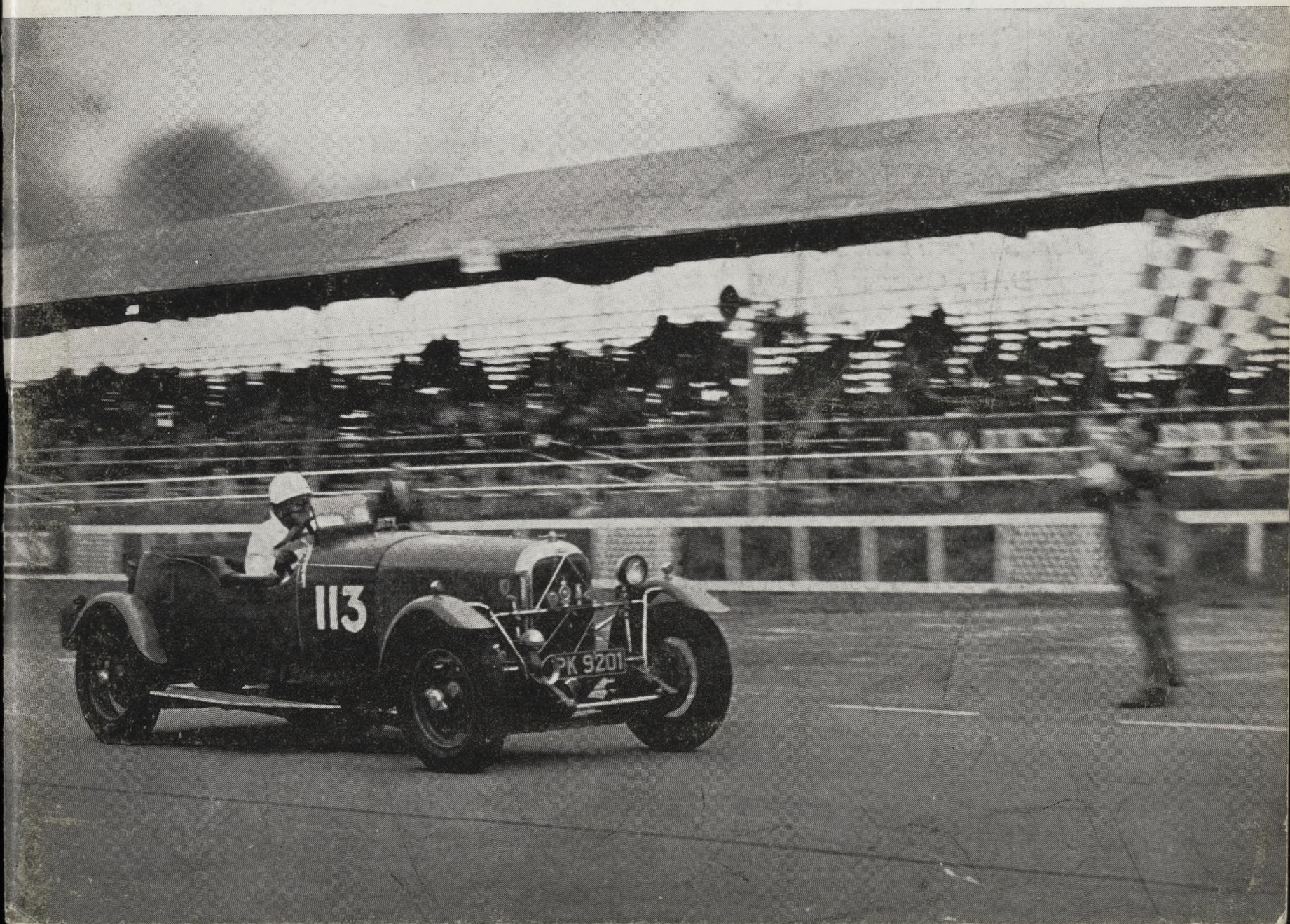


No. 21

Autumn 1956





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# THE LAGONDA CLUB

*(incorporating the Lagonda Car Club and The Lagonda 2-litre Register)*  
aims to bring together owners of these fine cars to exchange knowledge and technical information and help and to organise social and sporting meetings.

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

*Telephone:* CHAncery 7247.

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## *The Quarterly Magazine of the Lagonda Club*

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

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### THE COVER PICTURE

Charles Long in his 1929 Two-litre winning the Lagonda Handicap Race at The Eight Clubs Silverstone meeting. This is one of the four cars which were prepared for The 1929 Le Mans race.

### EDITORIAL

IT'S A FUNNY THING, when you come to think about it, how much our lives are proscribed by our assumption of responsibility for one of these *Cars*. ("We" are here identified as that body of members which has in a wholly unpremeditated way lost its heart and head to some device bearing the *Name*.) Usually it all starts from a quite modest and innocent wish to save a little of the exorbitant cost of shoe repairs and to bring joy and ease to the family. But somehow—and this is where the situation takes an unexpectedly malevolent turn—certain persistent, and at first sight, irrelevant factors emerge. First comes the arch cropper of the unwary, pride in the mere possession of such a beautiful *Thing*, closely followed by shame at certain features which require immediate attention. But transcending both of these comes the realisation that the *Thing* is beginning to exert a peculiarly compulsive force of such strength that *It* can be identified with a name and personality. Dwell soberly for a moment on the implications in such names as—"Gerald, Augustus, Chloe, Seedy Joe, Lady Jane, Boadicea, Titus and Trollop"—and add the other one best known to yourself. What hidden process is lurking behind these innocuous everyday tags? Why have we allowed ourselves to fall snared to a mere muddle of metamorphosed metal?

We don't know—do we? But we *do* know what follows—don't we?

Yes, Charlie—*TROUBLE!*



# NEWS AND ANNOUNCEMENTS

## LAGONDA CLUB ANNUAL GENERAL MEETING

BRIMPTON GRANGE has again been chosen for this year's Annual General Meeting and Concours d'Elegance, which is being held on Sunday, 23rd September.

Brimpton Grange is at Milton Common, Wheatley, Oxfordshire, and lies to the East of Oxford on the main road A40, Map Ref. 098234. To those who are not familiar with this spot, it lies on the North side of A40 and can hardly be missed by anyone once a few Lagondas have arrived, as the line-up of cars is only a few feet in from the grass verge and is a spectacular sight.

Brimpton Grange is chosen for the space it provides for the Concours line-up, its excellent picnicking space and its location which makes it within reach of most Southern and Midland members and even some Northerners. Seating accommodation and a sufficiently large room for the A.G.M. itself is a greater problem each year as the numbers swell at this gathering but an amazing number seem to crowd into the room held for this purpose and also for teas.

Apart from providing the liquid refreshment during opening hours Brimpton Grange will provide a limited number of lunches at five shillings for those who book in good time by letting Alan Audsley know. (Greenways, Hedgerley Lane, Gerrards Cross, Bucks.) Teas need not be booked.

### Car Labels

Please bring prepared a postcard or similar card to stick on the windscreen of the car giving in legible writing the year and model of the car, date of first registration and your name and address. This will help everyone and make the parade more interesting to all. Those cars entering for the Concours should be marked "CONCOURS" on this card to help the judges. Any car that is in really fine condition should be entered for the Concours d'Elegance, but to enter every car makes hard work for the judges eliminating the less worthy examples.

Every car at the meeting which has a label identifying it and its owner and its home address is automatically entered for several other competitions of devious and undisclosed nature. The prizes for these will be awarded at the meeting.

### New Members

New members should introduce themselves to members of the committee who will be identified by appropriate armbands. Ivan Forshaw can be identified by the large gathering around him talking in technical jargon and seeking spares.

### Time of Arrival

It is the aim to get all the cars lined up between twelve and a quarter to one so that the judging can start early and the travellers from afar can attend the vital meeting to throw out the old committee and elect a new one and not get home too late.

For those in not such a hurry it is felt that a pub not too far away would agreeably terminate the day, and notice will be given at the A.G.M. of the pub chosen. It is unfortunate that we no longer have the hospitability of Doug Price to call on as Lagondas always received such a welcome at the Saddler's Arms.

### Photo Album

As usual the much prized photo album will be on view. This book contains more photos than ever and is a unique collection of photography of the best specimens of the marque.

To all new members especially, The Lagonda Club Annual General Meeting is a gathering not to be missed. It is a "Family" day, regularly attended by wives, children and pets and an assembly of fine cars of all ages not to be missed by anyone.

**SUNDAY, SEPTEMBER 23rd**



## COMPETITORS' AND MARSHALS' DINNER

*Date:* Friday, 19th October, 1956. (Motor Show week.)

*Place:* The R.A.F. Reserves Club, 14 South Street, London, W.1.

*Tickets:* 12s. 6d. each.

*Obtainable from:* C. S. Elphinstone, The Lodge, Woodcock Hill, Berkhamsted, Herts.

EARLY APPLICATION for tickets is advisable as the accommodation is limited AND PLEASE PRINT YOUR NAME somewhere in your application!

*Eligible Diners:* All members who have marshalled or completed, that is, either as a driver, navigator or entrant in any event organised by the Club during the preceding 12 months, or who have assisted the Club in the running of any events.

*Dress:* Men—Lounge suits. Ladies—Swim suits.

Last year this event was "sold out" consequently we are repeating it on similar lines. A well known motoring personality is being invited to speak. A bar will be available after the dinner until 11 p.m.

## THIS MAY INTEREST YOU

Maurice Leo is reported to have a sack-full of door and bonnet fittings for 4½ litres. These are mainly suitable for M45's, but some LG45 fittings are available.

The Editor has at last browbeaten his ex-colleague Cecil Stephenson the well-known artist into joining the Club. Members may or may not like his abstract painting, but they will certainly like his studio. This quite modest room is divided into two distinct areas, one of which is a normal living section with a grand piano and a space for painting. The other part houses a collection acquired over the last thirty or forty years of the HEAVIEST CONCENTRATION OF HEAVY METAL IN THE U.K. in the form of metal working machinery. The address is 6 Mall Studios, Parkhill Road, London, N.W.3, 'phone: GULLiver 2200, and terms are very moderate! Funnily enough, Steve runs an M45 saloon.

## LAGONDA CLUB CHRISTMAS PARTY

On Friday, 14th December, we shall be holding the fifth Christmas Party. The time, 7.30 p.m. at the Bonnington Hotel, Southampton Row, W.C.1. It is proposed to provide the same mixture as before, which seems to be popular with members, consisting of sideshows, a short film show, prize-giving interspersed with visits to the bar where draught beer will again be available!

These parties are run on a "no profit" basis and we hope that the tickets will remain at 9s. single and 16s. double. Full details will be sent out to all members nearer the date in the form of a circular with a tear-off slip for ordering tickets.

If any member has any bright ideas as to how the party can be improved, the organisers will be pleased to hear from them and members are requested to write to the Chairman, c/o the Lagonda Secretariat.

Last year about 200 members enjoyed the party, so make a note of the date now, FRIDAY, 14TH DECEMBER, 1956.

## LAGONDAS ON CELLULOID

Last year at the Christmas Party a very fine film was shown of the Club's more important events. This brought forward comment (both favourable and ribald) and it is hoped to produce a similar record of this year's activities.

Charles Green has already made a start with some very good shots taken at the Southern Rally and there must be many other members who film at the various events, including race meetings, where Lagonda participate.

From this it is hoped to produce an interesting feature and our Chairman has agreed to co-ordinate all this and where necessary have copies of the film made at the Club's expense.

Will all who are in a position to help please send contributions to—

R. Freeman Wright, Kodak Ltd.,

Kodak House, Kingsway, London, W.C.2.,

marking the envelope "Personal."



## COMMITTEE ANNOUNCEMENTS

### EDITORIAL CHANGE

The Committee has to announce, with regret, that Mr. Winkworth has ceased to be Editor. Due to the pressure of his own business commitments he has been unable, for some time, to issue the Magazine with the regularity which the Committee considers essential for the well running of the Club. The Committee, and they know the Members also, would like to place on record their thanks and appreciation to Mr. Winkworth for his very able work on behalf of the Magazine and the very high standard of production he has achieved.

The Committee has asked Mr. G. P. W. Taylor to take over this office. Mr. Taylor (Tortoise) is well-known to a number of members as a past Editor of the Magazine whose erudite and cryptic comments were always such a delightful feature.

Mr. C. Long, Mr. J. Crocker and Mr. M. Wilby will continue to assist the Editor with the collection of material and its submission to the Editor before the closing date of the issue.

### APOLOGY

The following apology was omitted from the last issue of the Magazine:—

“The Committee regrets that the information regarding the Photograph Album published in the last issue of the Magazine was inaccurate. In fact, no Club funds have been used to create this album, which has been prepared by Bill Hartop at his own expense. Although Bill Hartop would like to have the Album more readily available to members, its size and historical value prevent its general circulation at present”.

### *Invitation*

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

## JOINT A.M.O.C./LAGONDA CLUB DINNER-DANCE

The Aston Martin Owners' Club is celebrating its twenty-first birthday this year and has asked the Club to run a joint Dinner-Dance at the Cafe Royal, W.1, on November 16th.

Your Chairman attended (as guest!) last year and can recommend this party to all members who are lucky enough to own or borrow evening dress. The party starts with a reception at 7.45 p.m. and at 8.15 an extremely satisfying dinner is to be served. After very limited speeches dancing continues until midnight and from then until 1.30 a.m. there is dancing interspersed with party games.

The full arrangements are being very carefully worked out, and although the party is run on a “no profit” basis tickets will be around £2 5s. each. Tickets are very strictly limited because the room cannot accommodate more than 130 people.

Full details will be sent out in a circular nearer the time, but members who want to attend are urged to make provisional bookings through the Chairman now.

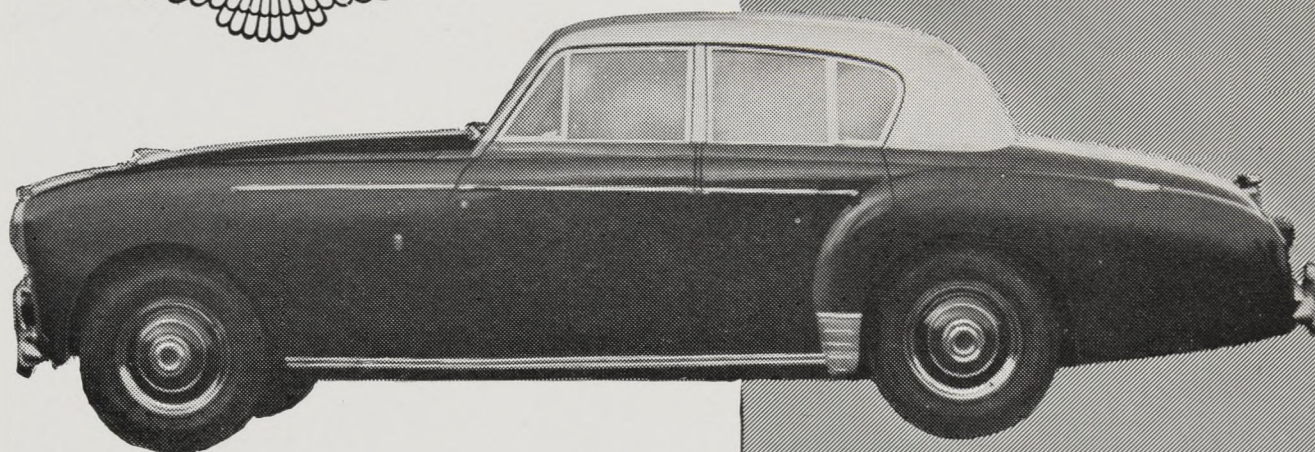
### ODD NEWS

We were pleased to see and meet the Symondszes at Silverstone and elsewhere this season. They have come from Singapore to take part in Lagonda events and to act as representatives of the Master Brain, that cunning curate, Dott. Arnoulde U.Ng.

Wanted . . . by Editor, spare copy of No. 12, please.

Sad news . . . the Scarlet Woman has jousting with a lorry carrying 10 tons of wet sand. Donald Overy has only broken an arm, but the old harridan has bent her backbone and fractured a funny-bone, and it will be some little while before she is back on the beat. However, the eminent specialist, Mr. P. Hunt, is confident that she will ultimately be better than new, and Don is progressing slowly but satisfactorily. Best wishes to both, and commiserations to Betty.





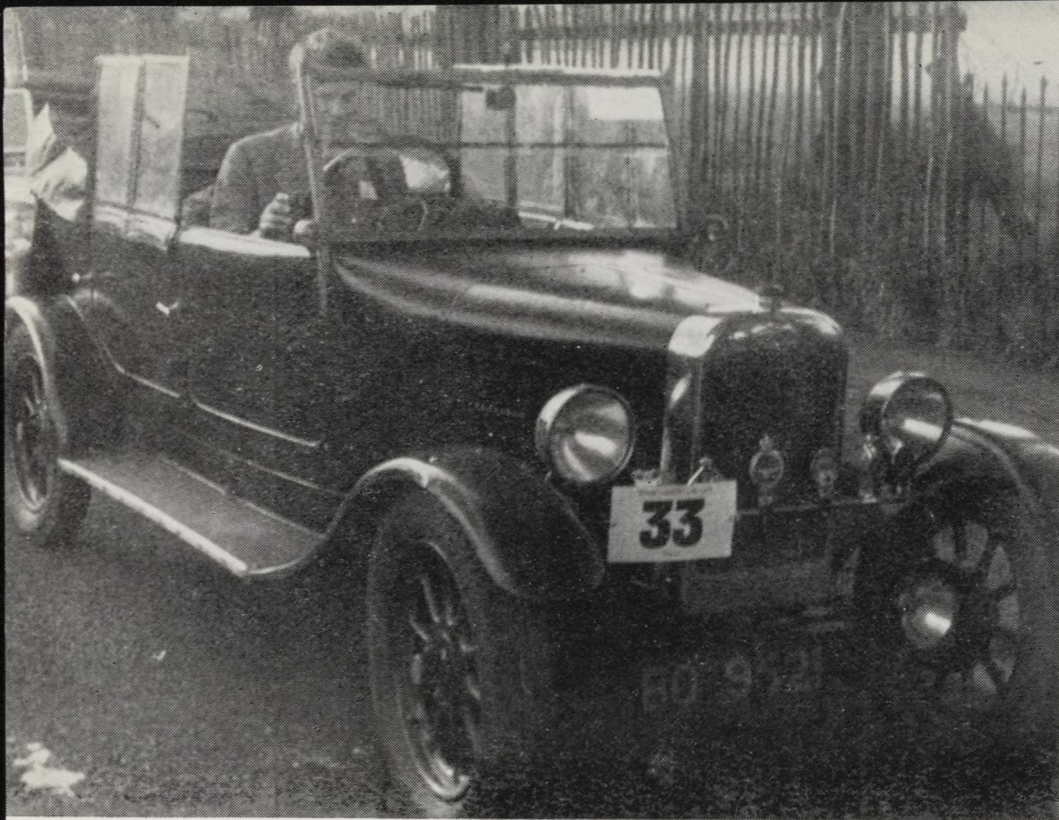
THE ILLUSTRIOUS  
*Lagonda*

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





# 11.9

*Four-wheel Brakes Available at Additional Charge. Air Cushions and Highly efficient All-weather Equipment Features of the Car.*

ONE of the most important features of any car is that it shall be thoroughly comfortable, and this applies not only to the driving seat that the owner of the car himself occupies, but also to the rear seats, and, further, a car must be thoroughly weatherproof, even for an English summer. It is not necessary that the car shall be able to develop any abnormal speed, provided that it will do its work quietly and well without undue gear changing and be controlled without undue skill. It is, however, necessary that the gear change shall be easy to operate, so that when the driver has to change down, that operation shall entail as little mental effort as possible. These features are exactly what the manufacturers of the latest Lagonda had in mind when designing the car, and very successful have they been in their efforts.

### **Pneumatic Upholstery**

As regards comfort, the new car, like some of its predecessors, has entirely pneumatic upholstery. Concerning this up-

holstery, one has heard many criticisms, but these criticisms, as a general rule, are not based on practical experience. One has heard that if the cushions are inflated to more than a certain amount they become uncomfortable, and there is a tendency for one to slide off sideways. Then, again, it is said that it is not easy to maintain exactly the right air pressure for any one person, and, moreover, that such pressure is not suitable for anyone else on the car.

Now in actual practice there is nothing more comfortable than pneumatic upholstery. It is far more comfortable than the average upholstery backed by coil springs. It is at least equal to the very best material and design which can be produced on expensive and luxurious cars. On a long run, by which is meant one exceeding 100 miles, and especially when it is necessary to drive for more than an hour at a stretch, this type of upholstery is admirable, because it is the most comfortable which one can have. So far, then, a Lagonda car scores. In addition, however, it is well sprung, and it will be remembered in this connection that the system of springing used for this chassis for many years is one transverse spring in front, and two cantilevers at the rear, these being fitted with a special device



# ROAD TEST

to check the car if it tends to roll at corners. The result is good even on rough roads, and the body remains steady even when a sharp corner is taken at relatively high speed. This saves much fatigue on long runs.

## **Protection for Passengers**

The particular car we tested was fitted with Michelin low pressure tyres, which can be provided for the Lagonda car at a slight extra charge. It would seem that low pressure tyres will be well-nigh universal for small cars in a year or two. The result of having low pressure tyres, very good springs, and pneumatic upholstery is that the Lagonda is a very comfortable car indeed.

Now, as to the weather protection. Practically all cars to-day have a good hood and rigid side curtains. Consequently it is a little difficult to provide a better equipment. What can be done, and what has been done in this instance, is to improve the equipment in detail. The side curtains are carried in the doors, of which there are four, so that each curtain can be placed in its own door, and when it is necessary to re-rig the curtains in a hurry there is no possibility of their becoming mixed. Moreover, the shallow compartment in the door usually houses the curtains and is not unsightly, but the best part of the arrangement is that the curtains can be got at immediately without disturbing the passengers in any of the seats or moving any part of the upholstery. Then each curtain fits securely to its door, and when in position really prevents rain from coming in. Indeed, the inside of the car would become stuffy were it not that ventilators are provided, so efficient are the hood and curtains combined. Snap catches secure the hood in position, so that there is no fumbling with screws. The hood itself can be raised by one person without assistance, and will stow properly

provided that the fabric is unclipped, drawn back further from the hood sticks, and rolled round neatly before being packed into the hood cover. A proper flap is provided, by means of which the driver can give hand signals to other traffic.

## **Accommodation for Passengers and Luggage**

Although there is not a great deal of room in the rear seats for a man of over 6ft., fortunately 6ft. men are relatively rare, and a passenger of ordinary size finds no cramping. The front seats have more leg room, and the seat itself is almost wide enough for three people. As it is necessary to provide protection for the rear passengers, a folding screen attached to the rear of the front seat is part of the equipment, in addition to which the back of the front seat can be adjusted and can even be lowered on to the floorboards, so that the car forms an efficient tent with a pneumatic mattress bed should this be desired. It might be thought that the lockers for the side curtains would make it impossible to provide pockets. But pockets there are on the face of each locker, in addition to little trays under the instrument board, which can be used for small parcels, cigarettes, or gloves.

Finally, much luggage can be accommodated on a large carrier, which can be brought into action with a minimum of trouble, and is so arranged that it carries the only rear number plate, as it is not necessary to provide two plates as is the usual and somewhat unsightly custom, owing to the fact that the number plate and rear lamp swing on a hinge and lock in position. So far we have dealt with the equipment of the car and its comfort, as these are points of great importance and are a marked feature of the Lagonda.

As regards its running, the steering is light, the gear change, although strange at first, because the lever moves in an unusual



direction, top gear being forward, is quite easy to handle, presents no difficulties and requires no exceptional skill. The indirect ratios are rather on the low side, and this, coupled with the absence of a clutch stop with the new disc clutch, makes it necessary to wait quite a time when changing up. With a load of four passengers the car will climb a hill of one in twelve or one in thirteen on top—one in ten needs second, which seems rather low for such a grade, and the only time that the engine is noisy is when it is on full throttle up such a hill on the intermediate gear. On the low gear the car is capable of tackling any hill, such as one in four or even worse, under full load. In other words, it forms an admirable emergency gear. The brakes are very good, even though the front wheel set, which, by the way, is available for any new car at an extra charge

of £20, has drums which seem to be on the small side, but the result of providing brakes for all four wheels has made all the difference to pleasurable driving of the Lagonda.

Another point which strikes one is that the car is really economical for average country; indeed, with four passengers on board thirty miles per gallon is quite usual. It is frequently stated that front wheel brakes considerably reduce the steering lock. This is not the case with this car; the Alford and Alder set appears to make no difference whatsoever to the steering lock, which is wider than that of many cars.

Taken as a whole, the new Lagonda, in sturdiness and comfort, is a very great advance on its predecessors.

(Reprinted by kind permission from the *Autocar* of 11th July, 1924.)

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## INSURANCE SCHEME FOR LAGONDA CLUB MEMBERS

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

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

**ANTONY HYDE-EAST**  
—INSURANCE BROKER—

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

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

NO EXISTING BUSINESS CONNECTION ELSEWHERE.

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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 Luornecion*. 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 HISTORIC LAGONDAS

— where are they?

NO TRACE of a Lagonda motor-cycle exists, as far as is known, and the only fore-car familiar to Club members is that now owned by the David Brown concern, T.1115—twin-cylinder, water-cooled with steering wheel control and dated about 1906–7. (Dated 1905 in cover photograph of No. 18.—Ed.) There were, however, many other variations, and it is believed that there are two more in private possession in the low-lands of Scotland, but of these nothing is known at present. No trace of a 4/14 appears to have survived, but this is hardly surprising, and although from time to time one hears rumours of a 20 or 30 h.p. Torpedo, so far nothing has come of them.

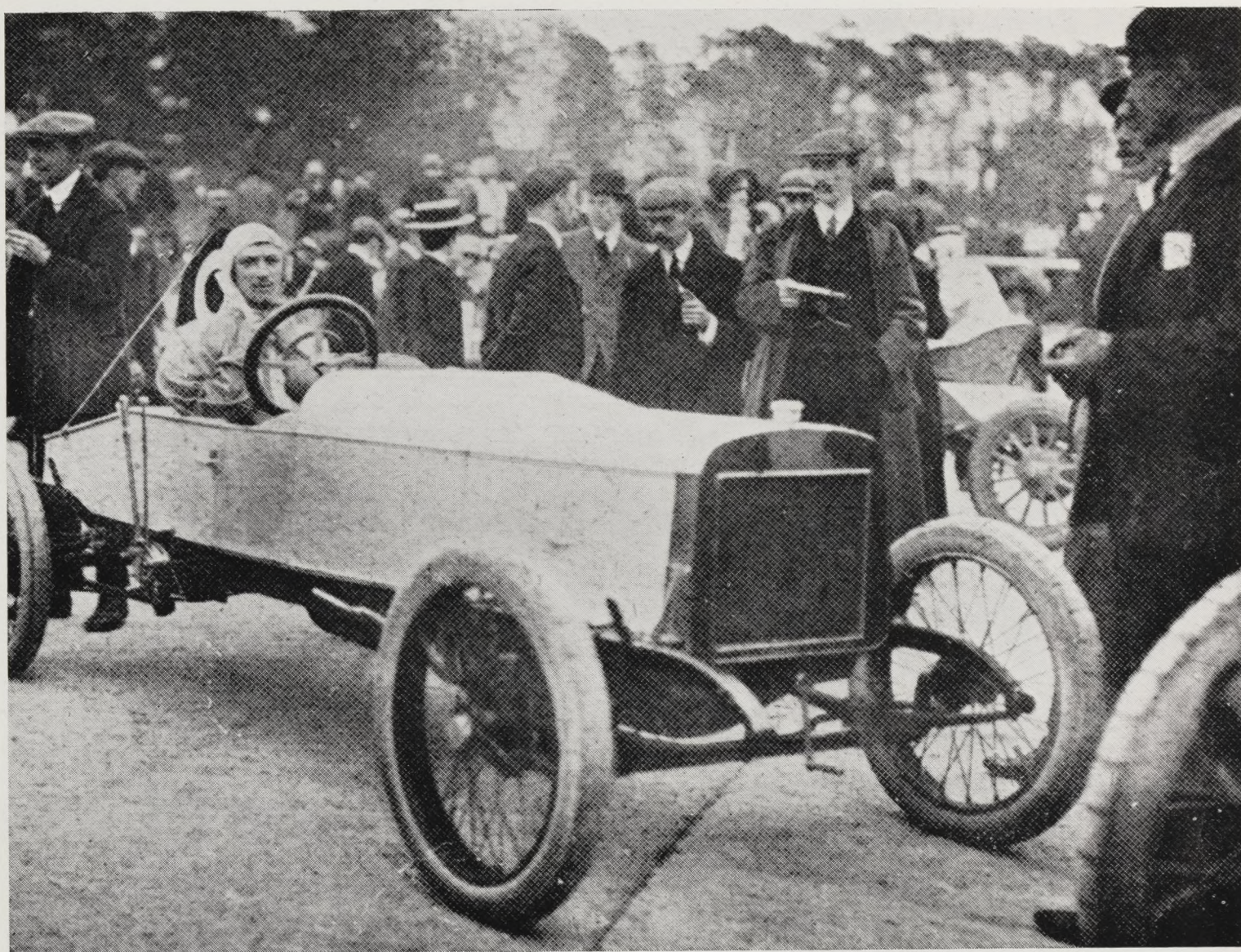
Two 11.1's appear in the Register of Cars, but it is believed that at least half a dozen are known to the V.C.C. We know of about half a score 11.9's still extant, although no trace appears of any of the "specials" raced at Brooklands in the early '20's by Major Oates and Bert Hammond, except in photographs.

With the advent of the 2 litre we come to something more concrete, for in June, 1927, TC 2999 competed in the London-Edinburgh. The next of interest are the 1928 le Mans cars, PK.1058, 1059, 1060 and PH. 8595—the latter believed to be the car that finished 11th out of 17 and qualified in the hands of Baron d'Erlanger and Hawkes. These cars, although high chassis types, appear to have the low chassis type engine with front generators, double shock absorbers, fold flat screens and quick filler radiator caps. But none of them seems to have survived. Of the 1929 le Mans cars, three are recorded in the register. Originally four PK.9201–2–3 and 4—were prepared, but only 4–9204

ran, and this is in possession of Hagen in Norfolk. PK. 9201 was restored by Prince, is now owned by Charles Long. PK. 9203 is recorded as belonging to Gostlett in 1949, but the Register has heard nothing of it since. Before going further, mention must be made of PK 2339, which, in October, 1928, took the 200km. and 200m. Class "E" records in the hands of W. M. ("Mike") Couper at 79.5 and 80.07 m.p.h. respectively. This car with the same driver appears to have run in the 1929 Brooklands Double 12, finishing 9th overall and 1st in Class "E" at 66.48 m.p.h. It ran again in the 6-Hour in June finishing unplaced, whilst in the 1930 Double 12 Couper retired with a broken timing chain. In the same year the car and driver won a number of gold and silver medals in trials. As recently as August, 1954, the car was registered as belonging to C. M. C. Spedding, of Hawkhurst in Kent. A special "one-off" 2 litre was JH 2463 prepared for Mike Couper in 1932 for the Alpine, and in which he won a Coupe des Alpes. In 1955 it was owned by A. J. Bradford in Shropshire.

PL 2089, a supercharged 2 litre owned by Lord de Clifford was in the news in 1930 when it ran in the high-speed trial at Brooklands and gained a gold medal with a speed of 82.05 m.p.h. and starting from Stavanger in the 1931 Monte Carlo Rally, finished 4th and gained a 1st for comfort for open cars over 1,100 c.c. He also received a gold medal in the London-Exeter trial in December, 1930. This car has so far not appeared in the Club records. Also running in the last-named trial was PL 1240 (W. M. Couper), which less than a year ago, re-appeared in the ownership of J. B. McGowan in Scotland. PG. 3024 was another of





1909. G. H. Hammond in the 18 h.p. Torpedo  
after winning the Brooklands 1909 Summer Handicap.

Lord de Clifford's cars—a 3 litre Special which has since disappeared and in which he started from John o' Groats in the 1930 Monte Carlo finishing 46th. In another 3 litre PJ. 1867, this same Lagonda enthusiast started for Monte Carlo in 1932 from Umea and finished 20th, again gaining a 1st for comfort, for open cars. The same year T. C. Mann started from London in a s/c 2 litre, GK 3466, finishing 27th, but in the subsequent Mont des Mules Hill Climb, set up a new record of 3m. 33.8 sec. in winning the 2 litre class. He entered again a year later in what is now Hibbert's S/C

2L. APA. 524, when it finished 33rd in the Monte Carlo Rally and lowered his own class record in the Mont des Mules Hill Climb to 2m. 32.3 sec. Before leaving the "Monte", GP. 6863 (owned by Garrard in 1950) also ran in 1932) Henry Coates' M.45R. BPK. 743 competed in 1935, driven by Cathcard-Jones, whilst a LG. 45 Rapide CAR 733 which was last heard of in the hands of M. V. Driver in 1954, competed in 1937.

Other competition cars of which we now have no trace, were 2-litres YV6652-Brook-





1928. *The Le Mans team of Two Litres.*

lands 1928, GK. 3509-R.A.C. Rally 1933 and UV. 4850 which competed in numerous trials in the hands of Latham and Boote who gained several gold and other medals. Reference must be made to Rev. Hilary Moise's 2L PL. 4158 which gained the Ladies' Prize for Mrs. M. Allen in the '32 Scottish Trial; of PJ. 5814 last known in 1954 in Mombasa (J. Morris) which won for Mrs. Andrews the Concours d' Elegance at Brooklands in the £600-£900 price bracket, whilst Mackie's now unblown 2L BR. 8411 is recorded as having run at Brooklands on the J.C.C. day in March, 1935.

The real history makers were of course the 1935 M. 45 le Mans cars. BPK. 201-2-3, when Fontes and Hindmarsh won at le Mans, though in which car the author is unaware. Of these 203 appears in the hands of T. Goodman of Leeds (January, 1955), but Douglas Hull has now joined with 201

and 202 is believed to be in the U.S.A. One car appears to have run in le Mans 1937 in the hands of Hindmarsh and Brackenbury—was this Mulhollands HLL. 534 or Michael's EPE. 97 which are LG. 45's having chassis numbers 12110 and 12111 with the suffix "C", presumably standing for "competition". The history of the LG. 45 team cars seems very involved, and will need much study. There were two V12 le Mans cars in 1939 finishing 3rd and 4th. Both survived the war though damaged by enemy action. One went to America, we believe, and Ian Carr had the other which was raced in Jersey with modified bodywork. This car has now been acquired by Lord O'Neil, who is restoring it to its original specification. A third car was, however, built to le Mans specification and fitted with a streamlined saloon body of somewhat teutonic aspect to attack the saloon car



record. This was frustrated by the war, and the car is now in the possession of fortunate Major Frazer-Marshall in Scotland.

Most of the known owners of historic cars, have at one time or another been written to and asked for up-to-date details and photographs of their cars. Some have replied—some have not. Might another general appeal be made which, I hope, will receive a 100 per cent response in order that as much information as possible may be

recorded before the cars in question fade from view. This is always possible with cars being cannibalised to keep the survivors going.

If anyone has any information hitherto unrecorded about any of the above cars or others of historic interest, please send it to the archivist Alan Audsley, or to the writer as Registrar of Cars and Custodian of the Album.

W. C. HARTOP.

1930. Lord de Clifford and the 3 litre Special which finished 46th in the Monte Carlo Rally of that year.





# R A P I E R

## Roundabout

The Brackley-Silverstone road was bathed in June sunlight as I parked the Rapier at the side of the road to await the arrival of a very small Austin special driven by a Doctor friend.

As the noise of the engine died away, I was aware how still and peaceful the countryside can be on a weekday afternoon, nothing to interrupt my thoughts except the song of the birds and the wind gently caressing the trees at the road edge.

The sound of locked wheels sliding across the road surface brought me back to reality, and a quick glance in the mirror revealed an Austin A70 van just about to ram me.

As I flicked the handbrake off, the Austin tried to occupy the same piece of road as I was standing on, and with a frightful crash of splintering wood and tearing aluminium. I became *airborne* again for the first time since my war-time years. I stopped and alighted to see the A70 some yards back along the road, down on its front end in a pool of water, rather like a camel at an oasis.

The man said he was sorry but he didn't see me or wasn't looking or something, so apart from wanting to crush him to little pieces, there wasn't much I could say.

While waiting for the Police, I ventured a quick look at the back of the Rapier, and peering through the holes, could see bent chassis, twisted springs and flattened petrol tank, so I decided the front end may look better. Apart from a bent prop. shaft, and a broken engine bearing, this didn't look too bad—say, about £200 worth of damage.

By this time, friends were arriving at high speed in every direction and as the road wasn't too wide, this added to the fun.

The drill went rather like this : car arrives at high speed, look of astonishment on driver's face, quick application of brakes, bigger look of astonishment as car stops, swift reverse without looking to see who is behind, long conversation with me in middle of road, curses and dirty look at unhappy Austin driver, cry of terror as another chum arrives quickly, also in the middle of the road, disappearance with all speed to avoid more bloodshed.

The police having arrived, were horrified at this pantomime, and eventually, shooing all away, were able to lick pencils, bring out measuring tapes, and say, "Now Sir, what's all this about. . . ."

Some weeks later I was invited to go to Brackley to give evidence for the Gentlemen in Blue, who were charging the driver of the A70 with all manner of things except rape and treason. A postscript to their note said I would get expenses, so off I went.

As this seemed to be the big case of the day, it was kept until the end, the proceedings starting with a brisk line in keeping dogs without a licence. At 10s. a go, this seemed quite profitable. Then two miserable youths who had ridden one bicycle at the same time without lights—shoot them, I thought—and was rather sad when it only cost them 15s. each. Now a soldier with a motor-cycle and no licence, or a licence and no motor-cycle, I forget which, but by the look on his face as he paid up, it was clear he wished he had neither.

Ah! now a remand case, some local half-wit it seemed who had stolen money from the gas meter. A bit of a problem this, as the



character didn't appear to know what it was all about. The chairman decided to get rid of him on payment of a couple of pounds and as the L.H.W. left, the gleam in his eye said, "Now for another gas meter to recover those pound notes".

I now found myself in the witness box telling the Police Inspector who I was, where I lived, what I did, which I answered jolly briskly, because I knew these things, but when it came to the prang, all I could say was that I was sitting in the car, there was a hell of a bang and I was still sitting in the car further down the road. Everyone said thank you very much and in due course the Austin man had to pay up. The police inspector said it was all very satisfactory and if I went to the office I could have some expenses. I also said it was satisfactory. For sentimental reasons I went into the "Crown" and found the defending solicitor. Now, all good friends, he had a drink on my expenses, I had one on his—expenses do not last long do they?

The Rapier had by this time, on a friend's advice, been carted off to Surrey to a man, whom, I was informed, knew all about bending sporting cars straight again.

After 'phone calls, letters, threats, pleadings, and one month's lapse of time, he announced that it would cost £250 to repair. The insurance company didn't seem as alarmed as I was and the work was started. A flying visit to the workshop a few weeks later showed a bare frame on the floor surrounded by hundreds of Rapier parts. Another, just a month later, indicated great progress, the frame was now up on stands, surrounded by hundreds of Rapier parts. As the engine was out, it seemed a good idea to bore it, and this they would put in hand at once. Six weeks later the axles were on the frame and the engine was still on the floor. I gently mentioned the rebore. Oh yes, they said, but we can't get any pistons. I 'phoned from their works, the pistons would be despatched that evening.

The Autumn tints were in the trees now and the engine in the frame. In reply to my query if it worked, they said they didn't know

as the body was being put on at the moment. A wet November morning brought me a long letter from which I gathered that the engine made funny noises when it ran (all right, all right, Mr. Editor, so it always does) so they would let me know when they had taken it down and put it together again.

An early December day saw me at the works watching a young man standing with a bunch of wires in one hand, and a wiring chart in the other. I went away in case I confused him, I should have hated the head lamps to come on every time I changed down.

Just before Xmas I drove it home. "There are one or two things we haven't finished off, but as you want it in a hurry, no doubt you can do them", I am told. I don't answer, but let in the clutch and the engine promptly stalls. The starter has no effect and after some performance, I am away. Now to see a big improvement, just like a new car, I think. After a few miles I realise that it doesn't go round corners like it used to and there is no castor action. The first traffic lights tell me that the brakes seem permanently on, and surely a tick over of 1,500 r.p.m. isn't normal. On reaching home I look under the bonnet—and promptly shut it again, there is oil and water everywhere.

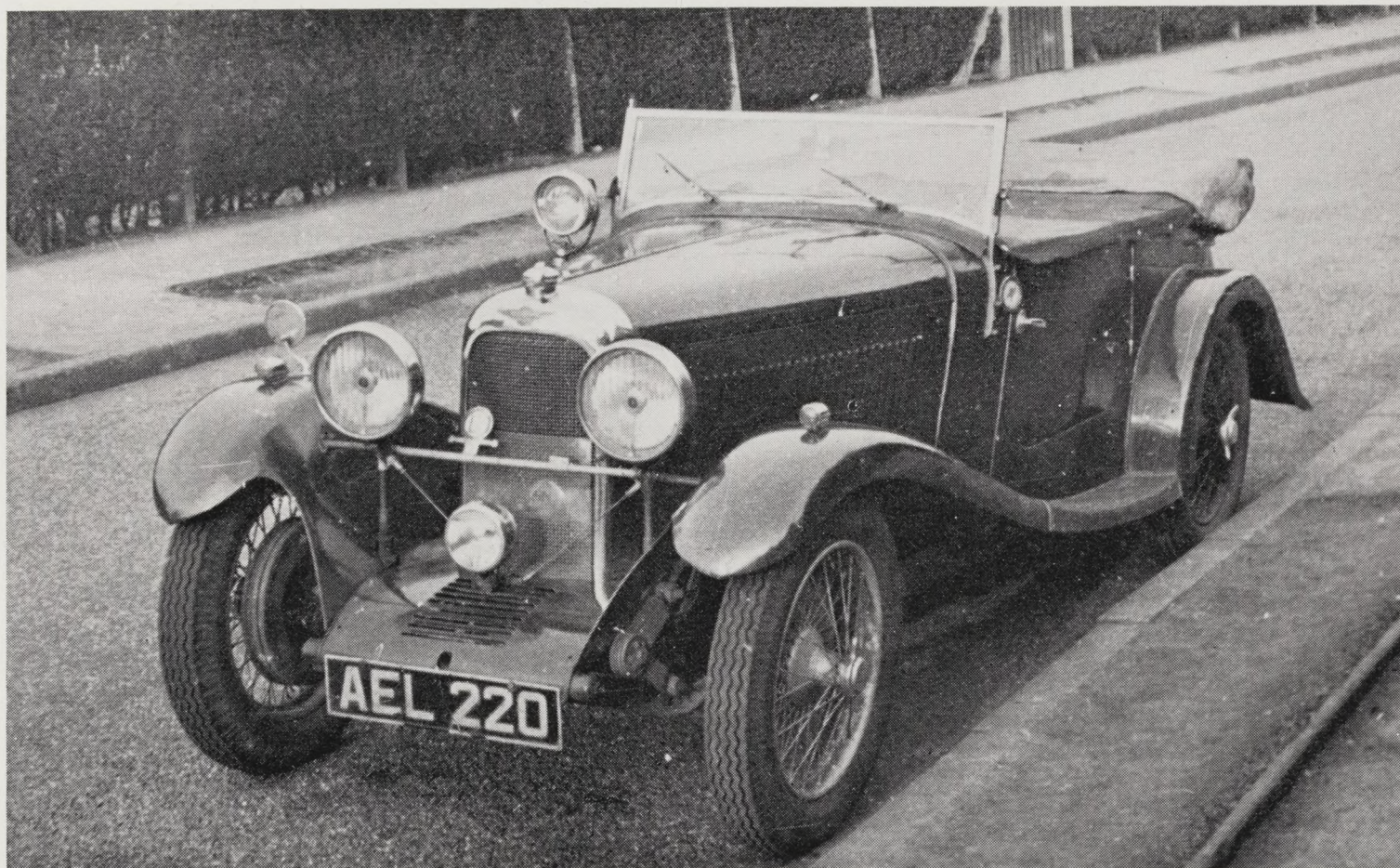
I get a large sheet of paper and make a list of all the things to do to make the car normal again. Steadily through the winter I cross them off one by one and by the time the Bentley Drivers' Club Eastbourne Rally comes round, I have finished.

The Rapier goes well and I win an award; it wins other awards as the year goes on. The doors rattle as they did years ago, the rev. counter will go round to 5,000 in second once more, the gear selector selects what it wants, and not what I want, as it always did, I can hold my brother's Citroen on corners as in days gone by—I am happy the car is normal again. I look at it and wonder what there is to show for the A70's horrible deed.

True, the paintwork is nice and shiny, but £250 odd, is quite a lot for respraying.

OMINA VINCIT LABOR.





# RAPIER

## ROAD TESTS

No. 1

*Lagonda Rapier*

*Four-seater tourer*

### DATA FOR THE DRIVER

9.69 h.p., four cylinders, 62.5 × 90 mm. (1,104 c.c.).  
Tax £10.

Tyres: 4.50 × 19in. on knock-off wire wheels.

Engine rear axle gear	Acceleration from steady speed			Timed speed over $\frac{1}{4}$ mile
ratios	m.p.h.	m.p.h.	m.p.h.	
17.95 to 1	5 $\frac{3}{5}$ sec.	—	—	
10.56 to 1	7 sec.	7 $\frac{2}{5}$ sec.	—	
7.18 to 1	12 sec.	10 $\frac{3}{5}$ sec.	11 $\frac{3}{5}$ sec.	
5.28 to 1	21 $\frac{1}{5}$ sec.	17 $\frac{2}{5}$ sec.	19 $\frac{4}{5}$ sec.	74.07 m.p.h.

Acceleration from rest through the gears to 50 m.p.h.,  
15 $\frac{3}{5}$  sec.

Acceleration from rest through the gears to 60 m.p.h.  
27 $\frac{2}{5}$  sec.

Speed up Brooklands Test Hill from rest (1 in 5 average  
gradient), 17.92 m.p.h. (on first gear).

Acceleration up 15 yards of 1 in 5 gradient from rest,  
4 $\frac{4}{5}$  sec.

Turning circle: 35ft.

Tank capacity 8 gallons, fuel consumption 26-28  
m.p.g.

12-volt lighting set cuts in at 15 m.p.h., 9 amps. at  
30 m.p.h. (two-rate charging).

Weight: 17 cwt.

Price, with four-seater tourer body, £368.



WHEN it was first announced, nearly a year ago, that the Lagonda firm were to produce a small car, it was to be expected that for its size this would be up to the standard that has been set by the very successful larger machines they have been making of recent years.

The new small Rapier has been longer getting into full production than was at first anticipated, but it is now well under way. Since the original design appeared, a good many detail modifications have been introduced, the most important change being that the wheelbase was lengthened appreciably so as to allow a full four-seater body to be fitted.

This very slightly more than 1,100 c.c. car of individual type enters a market which is not overcrowded, it would seem, carrying with it a name which, to say the least, is respected by enthusiastic motorists, and it would appear from the way in which the Rapier behaves that it is likely to increase its makers' reputation, as builders of good small as well as good large cars.

Its prime-mover is a high-efficiency twin overhead camshaft four-cylinder engine which gives every impression of delighting in revs, revs being the very essence of the performance. In order that this potential performance may be used easily, and with a minimum loss of time, a preselector gear box is fitted, and undoubtedly is well suited to the character of the car. So lively is the engine that it gains revs almost as though supercharged, but it does not become fussy, it is not harsh, and there is no vibration to influence the driver against using the full performance on the gears, 5,500 r.p.m. being a rev counter reading which can be frequently attained.

On the road the next and certainly equally important point is that the car is altogether remarkably stable and safe feeling. The Rapier can be put into corners at speeds, gradually increasing as confidence is inspired, as high as with perhaps any existing type of car short of one of actual racing type. It feels somehow like a larger car, there is nothing in the least flimsy about it, and the

way in which it sits down on the road is quite exceptional. The feel of the steering, too, is that of a larger machine. It is dead accurate, has sufficient caster action, is not in any way tiring on a long run, and as much as anything else produces the impression of sound design.

Then, again, the brakes, the all-important factor with any high-performance machine, are extraordinarily good. They are the Girling system, a type which has come into prominence lately as giving unusual power with a very light actuation and a minimum of lost motion between pedal and shoes. On the Rapier they permit things to be done which in the absence of such exceedingly good brakes might become dangerous, and they are absolutely even in their effect, slowing the car from high speeds with scarcely more than a touch on the pedal, stopping it decisively when required. Indeed, the action is so light that one has to accustom oneself to using less pressure than is usually required.

Because of the stability of the car, the springing is naturally hard rather than soft, but it is not abnormally harsh over poor surfaces, nor for the type of car could any improvement really be desired.

From the mean timed maximum speed given in the table, it can be seen that the car can be driven as fast as even most sports machine owners wish. That figure was obtained as an average of several runs in opposite directions, on a day when there was very little wind, two people being on board at the time. Under the same conditions, with the windscreen lowered flat, a mean of 75 m.p.h. dead was obtained, and a best speed of 77.59 m.p.h., whilst the highest speed obtained over the quarter-mile with the windscreen raised normally was 75.00 m.p.h. The speedometer readings varied between 82 and a momentary 90.

Running up to approximately 5,500 r.p.m., readings of 66 on third, 45 on second, and 26 on first gear are given—approximately 61 m.p.h. on third gear as a genuine figure; but higher revs up to 6,000 and more are



feasible, though, needless to say, they are scarcely recommended for everyday use.

The preselector gear, controlled by a neat, light-moving lever at the right-hand side of the driving compartment, in the position of an ordinary gear lever, has between it and the engine a single-plate clutch; the first part of the clutch or gear-changing pedal movement frees the clutch in the ordinary way, further depression engaging the gears normally for a preselector box. A quiet tick-over in neutral is given, and the gears themselves are quiet.

With the acceleration the car has on the gears, its road-holding, its brakes, the way in which it can be threaded through other traffic owing to its handy size, and since a full 60 can be held as a happy cruising speed, the average possible on a long run is high. The gear ratios are such that the steeper

kind of hill on main roads can be dealt with most effectively, and altogether it is certainly a fascinating small car to handle because it feels "right" throughout.

The body is not built by Lagondas; they offer the chassis only. It is noteworthy because, though of sports character and with a pleasing line, it has been made wide so that the driver and front passenger do not rub elbows, whilst the back seat is decidedly not just an occasional seat for very short distances.

The driving position is very good, vision is good, the front seats are very comfortably shaped, and there is a full tonneau cover, to protect the car when left standing without raising the hood. Secured firmly to the off-side running board is a large-sized spot lamp.

(Reprinted by kind permission from the *Autocar* of 20th, July 1934.)

## No. 2 The Supercharged Rapier

### DATA FOR DRIVER

#### IN BRIEF

**ENGINE:** Four cylinders; overhead valves (twin camshafts); 62.5 mm.  $\times$  60 mm.=1,104 c.c.; fitted with Centric supercharger. Treasury rating, 9.6 h.p.; tax, £7 10s.

**TRANSMISSION:** Single dry-plate clutch in conjunction with four-speed E.N.V. pre-selective gearbox; ratios, 5.57, 7.57, 11.14 and 18.9 to 1.

**GENERAL:** Girling brakes; semi-elliptic springs front and rear; 8-gallon rear tank.

**DIMENSIONS, etc.:** Wheelbase, 8ft. 4in.; overall length, 11ft. 6in.; overall width, 4ft. 9in.; interior width over rear seat, 41in. (between arm rests, 35½in.); distance from rear squab to back of front seats, max. 28in., min. 24in.; knee room at rear, max. 9in., min. 4½in.; unladen weight, 19½ cwt.; turning circle, 37ft.

**PERFORMANCE:** Flying ¼-mile (best run), 90 m.p.h. dead; standing ¼-mile, 19½ secs.; petrol consumption, 25 m.p.g. average.

**PRICE:** £435.

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IN view of the steadily increasing popularity of the supercharger for competition work other than racing—notice how common that suffix capital S is becoming in trials awards list—particular interest attaches to the introduction of a mildly blown light car designed to appeal primarily to the fast tourist.

The supercharged Rapier four-seater, although possessed of a performance which would give a trials-driving owner no possible cause for anxiety, is not designed as a competition model; no attempt whatever is made to save weight, nor do the makers employ a boost pressure high enough to jeopardise the exceptional smoothness which is characteristic of the four-cylinder engine. The comparatively low supercharge pressure provided—7 lb. per sq. in.—makes it unneces-



sary for any part of the chassis to be specially reinforced; thus, although the Rapier makes no claim to place among cheap sports cars—the price, as tested, is £435—the addition of the vane-type blower does not account for a disproportionately large fraction of that figure.

### On the Safe Side

When, nearly two years ago, *The Light Car* tested an unsupercharged Rapier (it was, of course, a Lagonda product then) it left the impression that, while the general performance was well up to 1,100 c.c. standards, the car as a whole would be quite robust enough to deal with considerably higher power outputs. This blown version vindicates that view. At its maximum speed of 90 m.p.h. the driver has the feeling that a further 10 m.p.h., if it were available, would find the Rapier still well on the right side of the safety limit.

The total weight of the car and its two occupants when it was timed over the flying quarter-mile at Brooklands was slightly over 22 cwt.; for an 1,104 c.c. engine to propel 22 cwt. at exactly 90 m.p.h. (see performance data in panel) must be regarded as very remarkable indeed. So, also, must the time for the standing-start quarter-mile—19½ secs., a figure seldom approached in *The Light Car* series of tests. It should be added, furthermore, that a slightly unfavourable wind prevailed on the stretch used for the standing-start trials; 19 secs. would probably have been possible on a quite still day.

### Pleasurable Dawdling

We must emphasise that the presence of the supercharger detracts not one whit from the pleasures of low-speed motoring; easy starting and tick-over are quite unaffected, while pulling power at low rates of r.p.m. is appreciably improved by the slight “credit balance” of induction-pipe pressure. From the driving seat the blower is inaudible, only the merest suggestion of sound—for which the driving chain is probably responsible—being perceptible when one stands alongside the bonnet with the car stationary.

The supercharger can be regarded as potentially a no more probable source of trouble than, say, the starter motor; it requires no attention whatever beyond an occasional adjustment of the chain tension. The chain itself, being fully and automatically lubricated, runs under ideal conditions.

A full share of credit must be given to the E.N.V. pre-selector gearbox for the exceptional rapidity with which the Rapier can be urged from a standstill to flying seventies and eighties. To illustrate this it is worth recalling that the unblown version mentioned earlier, the power-weight ratio of which was certainly not above average, covered the standing “quarter” in 22.6 secs., a very satisfying figure for a 1,100 c.c. car. Changes of gear with the E.N.V. demand no pause whatever, of course; although the practice is not to be recommended—the driving bands might resent it after a time—a really cold-blooded driver could get away with changes made without lifting his accelerator foot more than half-way.

An unusual feature of the transmission is the incorporation of a normal clutch as an auxiliary to the driving bands aforesaid. Thus, a short (and light) depression of the pedal frees this clutch proper, while a further (and firmer) depression is necessary for the actual engagement of a pre-selected gear.

The stumpy gear lever, formerly situated on the right, is now centrally placed and works in an improved type of “hill-and-dale” quadrant; the spring pressure locating it in any given gear position is strong enough to make overshooting a virtual impossibility. The Rapier is one of the few makes retaining a central accelerator and right-hand brake pedal nowadays.

Literally it is difficult to imagine finer brakes than the standardised Girlings. Unlike some ultra-powerful brakes, they give nothing of that slightly alarming “sprag” effect upon hard application; the sensation is more suggestive of head-on contact with a hydraulic buffer. A vehicle capable of 90 m.p.h. deserves superb brakes—the Rapier certainly has them.



The suspension and steering, like the brakes, have every quality calculated to endear the car to the fast motorist. "Hard" enough to eliminate pitching at speed on the straight and roll on corners, the springing at the same time gives a perfectly comfortable ride under all conditions. The steering being on the high-g geared side— $1\frac{1}{4}$  turns from lock to lock—and exceptionally free from any form of waste motion, the temptation to indulge in T.T. tactics on corners is sometimes irresistibly strong.

It is worth mentioning, perhaps, that at Brooklands a representative of *The Light Car*, after a single lap to get the feel of the car, circled the track at a speed only a fraction of an m.p.h. slower than the best recorded

by a member of the Rapier staff, who had put in scores of laps in the preceding few days. To make the bare acquaintance of this remarkable machine is to assume complete mastery of it.

### Comfortable Seating

The body and its appurtenances, like the chassis, reflect the no-price-carving policy of the makers. The seating accommodation, both front and rear, is ample and convenient, the driving position being adjustable to the needs of variously built drivers by means of the sliding front seats. The Ashby spring-spoke steering wheel assumes just the right in-the-lap position for 100 per cent. control at high speed.

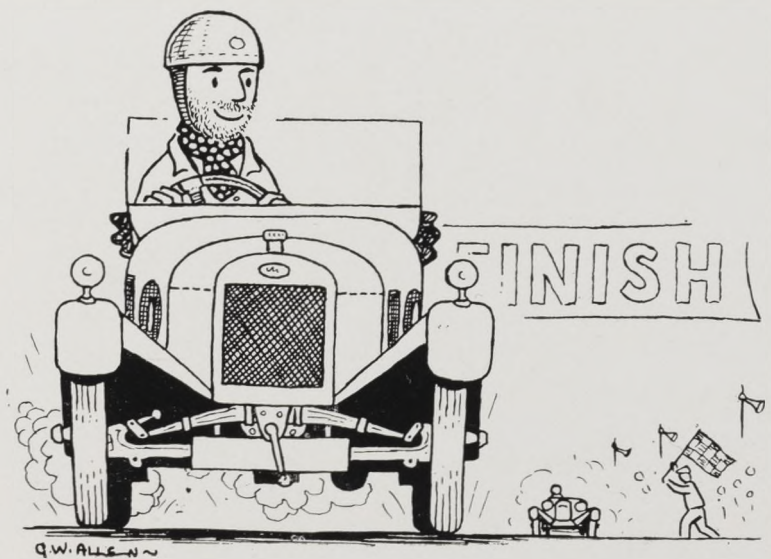
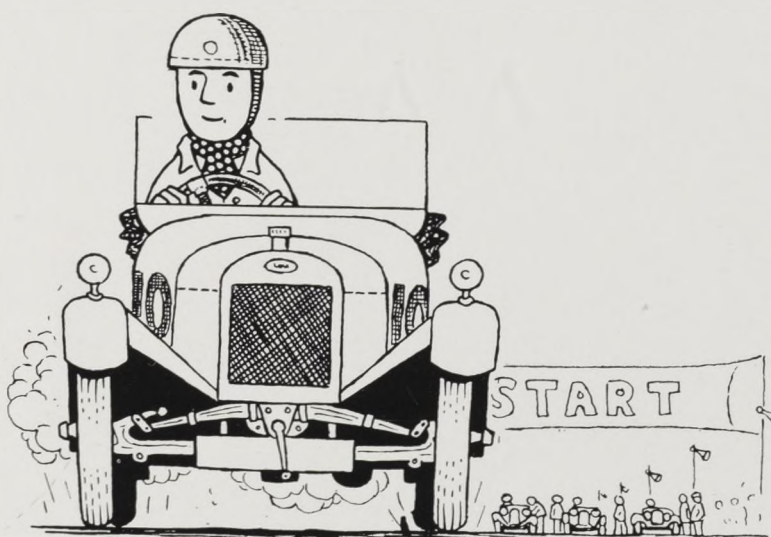
"R.P.M.-minded" owners will appreciate the location of the large-dialled revolution counter just in front of their eyes, although the "m.p.h.-minded", who probably form a majority even among sports-car drivers, might prefer the speedometer (placed on the near side of the facia board) to occupy a more easily read position. Large door pockets and an adequate cubby make useful depositories for odds and ends.

The mounting of the spare wheel in a recess in the outswept tail of the body is neat—a cover disc is provided for this—and the hood, when folded, disappears from view into a channel formed around the body sides. The windscreen is, of course, of the fold-flat type.

After a hundred miles at the wheel of the blown Rapier even the most bigoted unbeliever in supercharging for everyday motoring would, we feel sure, admit himself a convert.

Alone among lovers of high performance, the type of driver who feels defrauded unless **supercharged** is written all over his car may find the Rapier something of a disappointment: except for a slight stream-lined "bulge" low down on the off side of the bonnet there is nothing to betray the presence of the blower . . . until the driver jams his foot down.

(Reprinted from the "*Light Car*" of 18th September, 1936.)





## No. 12812—RAPIER CAR

(Reprinted from "Readers' Experiences" in "The Autocar" of June 17th, 1938)

I bought my Rapier car in 1936, and have since run 19,000 miles. Except for decarbonising and new plugs, nothing has been spent on the car during that period. Petrol consumption averages 28 m.p.g. oil consumption is negligible; the sump has been drained every 2,000 miles.

This is a most comfortable car to drive, the performance is exceptional for a small h.p. car. It will still do 80 m.p.h. on top, and it is possible to keep up a very high average. I find it a most reliable car, and it will keep its tune indefinitely, which has not been my experience with other sports cars. The pre-selective gear box gives no trouble, and the Girling brakes are really very good.

I must say that I consider the purchase of a "Second-hand Rapier would be a good investment.

W. L. de W.

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# SPARKING PLUGS

for the M45  
and LG45

SO MANY owners of 4½-litre Lagondas experience what they describe as "plug trouble" that an article based on practical experience of M45 and LG45 engines only suffering from this disease may be of interest.

The Lagonda 4½ is a very powerful engine with good torque characteristics, especially low down, with two plugs per cylinder. If one of the twelve is not firing the driver will scarcely notice it in normal running. Even if another one goes out (not, of course, in the same cylinder), the driver may merely think the car is "off colour" and probably blame the innocent S.U's which seem to act as a magnet to fiddling fingers. Normally there is a fall of one or two hundred r.p.m. when the exhaust side plugs are switched on by themselves as compared with the inlet side only. With both banks firing revs will rise slightly above those for the inlet side alone. An irregular note will show if a plug is out. The normal procedure then is to earth each plug in turn. The one that makes no difference to the engine note being the culprit. With a particularly well balanced 4½ it is sometimes very difficult to detect any difference between an engine running on 5 and on 4 cylinders, especially if you are working single-handed and cannot listen to the exhaust tail pipe, so in cases of doubt disconnect a plug that is known to be firing. Then when you earth any but the offending plug the difference will be quite clear.

The usual causes of plug failure in these engines are:—

- (i) oily engine (bores worn, rings worn, valve guides worn);
- (ii) electrical fault (magneto trouble, most common);
- (iii) faulty installation of the cylinder head gasket on the LG45.
- (iv) unsuitable plugs.

These engines tend to be oily, and a surprisingly large number have trouble only in cylinders 1 or 2. The most likely reason is

that the oil feed to the rocker gear passes up from the crank case at the front and those cylinders get more oil down the valve guides as a result.

The purpose of this article is not to suggest radical remedies involving rebores, new valve guides, or even modification to the valve guides, such measures *may* prove a cure to oiling plugs, but a great many of these engines can be made to run satisfactorily for a long time at the cost of new plugs of a grade suitable for the offending cylinders.

## "Hot" and "Cold" Sparking Plugs

A plug consists of a body to which is fixed the earth electrode and an insulator in which is embedded the central electrode. It must run sufficiently hot to burn off oil, carbon, and the stray products of combustion, otherwise the central electrode will become connected to earth by a film deposited on it, and over the surface of the insulator. It must run sufficiently cold for the electrodes not to burn away, and for it not to become incandescent and cause pre-ignition. The design of the plug determines how it will run. Roughly speaking the greater the amount of insulator in contact with the plug body and the nearer to the central electrode this contact starts, the better the heat transfer to the cylinder head (via plug body) and therefore the cooler the plug will run.

If the insulator is so shaped that its contact with the plug body is reduced and that contact starts some way from the central electrode then the heat transfer will be poorer and the plug will remain hot. Plugs that run hot are usually referred to as "soft", probably because if they are installed in an engine which generates great heat during the ignition stroke as is common in supercharged, and very high compression units the electrodes of a "soft" plug will quickly burn away. In fact, I have seen plugs removed from a



well known blown 2 litre that had completely melted. (This car has now, of course, been recasted-Ed.) A cold running plug is commonly referred to as "hard" because it will stand up to extremely high operating pressures and temperatures without melting.

### **Suggested Alternative Sparking Plugs**

Car manufacturers seem to recommend as hard a plug as possible which will not cause oiling in traffic, when their engines are in reasonable condition. This will give the longest plug life with the minimum need for adjustment during its life, because, being harder than the engine really needs, the electrodes burn slowly, and eliminate any danger of pre-ignition due to the plug remaining too hot. However, when that engine becomes more than half worn and more oil is reaching the cylinder head, with gas blow-by reducing operating temperatures and pressures somewhat, that plug will often run too cold to burn off the carbon forming on the insulator.

It was the makers' recommendation to advise KLG M80's for the LG6, whereas M60's had been recommended for all previous models. As the only serious difference between the LG6 and the LG45 which preceded it, lay in the *chassis* not the engine, it is difficult to see the reason for the change. In fact, all 6 cylinder 4½ litre Lagondas in fair condition run satisfactorily on KLG M60 plugs, and I have yet to see a set that show the slightest signs of overheating even from relatively highly tuned engines that were running at appreciably above standard compression ratios in "hour blinds", etc. I would say that in normal road running in England a car is never driven so hard. The cars in question had their carburation correctly adjusted with normal needles. It might be possible to produce signs of plug overheating if the mixture was excessively weak, though I have never seen an example. The usual appearance of an M60 plug withdrawn from a 4½ inclines towards the sooty even when the owner claims to be running on weak needles and "getting at least 20 miles to the gallon".

If plug oiling up does occur it is essential to check that the coil and magneto are functioning correctly and that the ignition leads are effectively insulated throughout their length.

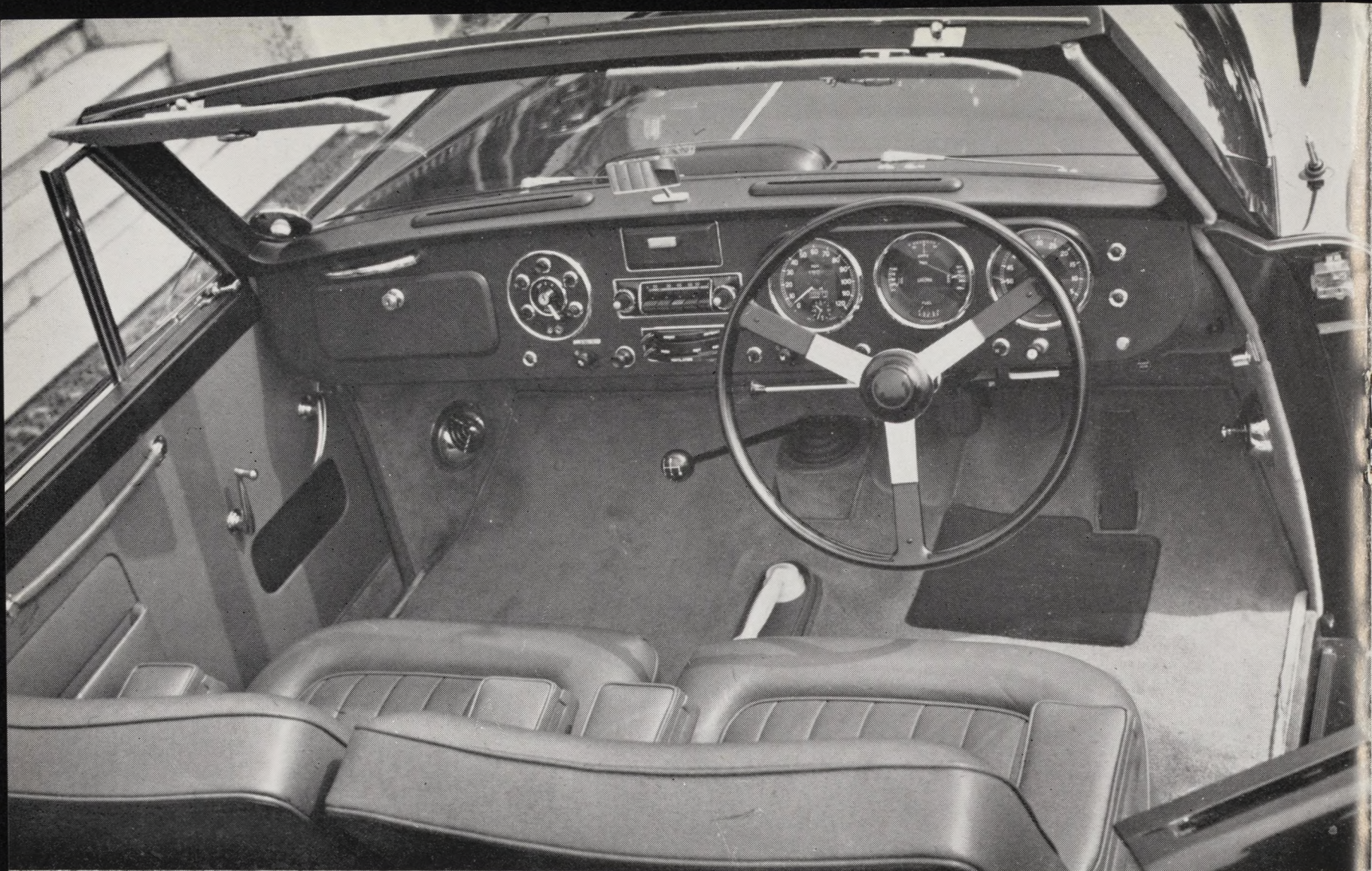
Although modern coils give very little trouble, and most Lagondas now in service have a post-war one fitted, the magneto is usually original and frequently well below par. Magnetos require servicing occasionally, and if left standing for several months I have found that both the BTH and Scintilla horizontal magnetos usually require re-magnetising. It is hopeless messing about with plugs until these things are in good order.

Presuming the electrical side is right and oiling persists, it is very unlikely that it will occur on all cylinders. Those that are working satisfactorily leave alone. There is no particular virtue, other than aesthetic, in having a matching set of plugs. If the offending cylinder oils on KLG M60, try M30; it will almost certainly cure the oiling and it is very unlikely that it will burn away in less than two or three thousand miles or cause any other trouble. The halfway house is the M50, but the pre-war 4½ litre Bentley, fitted FLB 30X plugs which have the same heat value as the M30 though different threads and reach. For those who, like Champions 8 COM, is the equivalent, and for Lodge enthusiasts, BBL.

People who have never owned 4½ litre Lagondas and never used these soft plugs in them, will shake their heads and say, "You can't use a lawnmower plug in a car like that". I can only assure you that the Lagonda Lawnmower was the best and biggest in the world, and that I have done it successfully when nothing else would cure the plug oiling on number 1 cylinder. I have even raced on a pair of Champion 8 COM in the front pot without burning the plug or having pre-ignition. The car in question was running on about 7.1 compression which is higher than the 6.8 of the standard M45 and LG45.

*(Continued on page 26)*





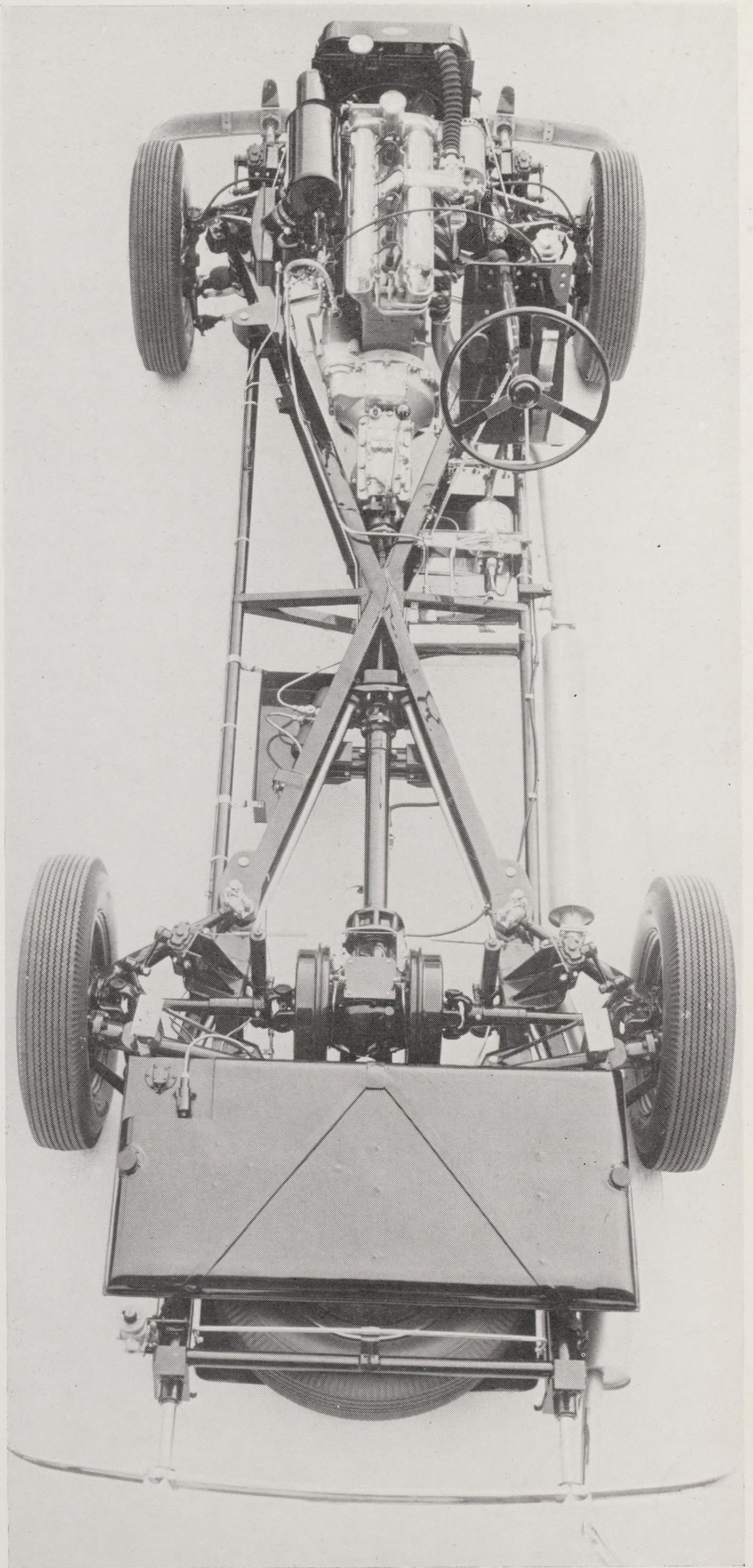
## *The D.B. Three Litre*

This cockpit view is of the Duke of Edinburgh's car and shows the two-way radio telephone.

The transmitter/receiver set is located in the boot. The hood is power operated—one of the three Lagondas only with this feature. Otherwise the car is to standard specification.



*Nice — isn't it?*





### Plug Extension Adaptors

Messrs. Halfords sell "plug extensions" which are threaded metal sleeves screwing into the plug hole and threaded to receive the plug. The effect is to withdraw the plug somewhat from the cylinder head thus shrouding it and protecting it from oil splash. The objection to using these devices is that they are said to result in less efficient combustion, by removing the plug from its designed position in the head. They clearly increase the length of flame travel which encourages pinking when high compressions and low octane fuel are used. In the case of most Lagondas operating on standard compressions and premium fuel they do not cause pinking. Although plug extensions are frequently effective when oiling is the *only* trouble, they do not prevent a plug from sooting up with carbon. Providing the carburation is reasonable, such a symptom is a sure sign of a plug too hard for the conditions prevailing in that particular cylinder, and the plug is running too cold to burn off the carbon that always forms in the process of combustion. Fitting plug extensions will not cure this, but softer (i.e., hotter running) plugs such as M30, or BBL will. Plug oiling as opposed to sooting-up is a much more common trouble in the LG45 sanction III engine than in the earlier models. This is due to the different cylinder head which has a number of holding down studs passing through the inlet tract. Oil tends to be drawn down these studs and into the combustion chamber, wetting the plugs on the inlet stroke. The standard remedy is to fit .010in. washers over each of the studs on top of the gasket when putting on the cylinder head. These must be a tight fit. It is also worth while fitting further tight washers above and below the rocker gear using suitable packing to ensure the rocker gear pulls down evenly. If it is not desired to remove the head and check that the gasket has been installed correctly, plug extensions are an inexpensive expedient which is frequently successful.

### Special Plugs

The plugs made by the principal manu-

facturers are, of course, all highly satisfactory products. Every owner has his prejudices but I have used practically every make of plug that covered the heat range required and have found them all satisfactory. Nearly all KLG plugs are "detachable", that is, they can be taken to pieces, which facilitates cleaning if special apparatus is not available. Lodge also supply detachable plugs in grade 3BL, which is softer than KLG M30, BBL which is equivalent to M30, C1 which is equivalent to M50, H1 the equivalent of M60, and H3 equivalent to M80. It is virtually impossible to clean a fouled plug by hand if it cannot be completely dismantled.

A special problem arises in the M45 and LG45. It is extremely difficult to get a standard size 18mm. plug into all the plug sockets as owing to the shape of the cylinder head casting even a plug spanner that has been filed quite thin will foul the cylinder head before the plug can be screwed fully home in some cylinders and there is great difficulty in getting at the plugs behind the carburettors. The way this difficulty can be overcome is to use special small bodied plugs. These are not easily obtained from stock in the average garage as the demand for them is limited. Your garage will probably have to get them for your specially. The only small-bodied plugs which are usually in stock are the Champion 16 and 17. These are both rather "hard" being equivalent to the KLG M100 and M80 respectively. KLG do make small-bodied 18mm. plugs—SM50 and SM30 equivalent to M50 and M30, and Lodge make the S.C. a small-bodied equivalent to their C1 or the M50. Thus it is possible to cover the range from M30 to M100 in small-bodied 18mm. plugs with the exception only of the M60. These plugs are much easier to install than the normal size ones, and it is worthwhile using them when the time comes for plug replacement. As a rule the Lagonda is just as happy on SM50's as it is on M60's, though if no oiling troubles are experienced Champion 17's give excellent service and stand up better to prolonged use at full throttle.

L. S. MICHAEL.



## PERSONAL ACCIDENT INSURANCE

A firm of Insurance Brokers, Messrs. John S. Ward & Co., of Guildford, have sent to the Club particulars of a Personal Accident Insurance with Lloyds Underwriters for competitors taking part in motor rallies in the United Kingdom. The cover is for death, permanent loss of sight of one or two eyes, loss of one or two limbs, or permanent or temporary total disablement. The sum insured in respect of the first three items is £1,000, and for permanent or total disablement there are payments of £10 per week up to 104 weeks. The premium is 7s. 6d. and covers one rally only from the official starting time of the competitor until the official closing time of the rally, not exceeding 24 hours. Increased limits may be obtained at proportionate premiums up to a maximum of £5,000 for which the premium is £1 17s. 6d. per rally.

The Club have made further enquiries concerning Personal Accident Insurance. It was thought that instead of buying the insurance each time before a rally was undertaken, members might prefer a scheme under which they would be insured continuously throughout the year, regardless of whether they were taking part in rallies or not. Discussions with a London firm of Lloyds Brokers have been undertaken, and it is found that a very favourable Group Personal Accident scheme could be arranged through the Club on these lines provided that the minimum participation is 50 members. Under this scheme the annual premium would be £6 for each member participating with no limit on the number of rallies for which he wished to enter, and the sum insured would be £5,000 for death, loss of two limbs or permanent total loss of sight of both eyes, or £2,500 for loss of one limb or permanent total loss of sight of one eye.

The rate appears to be most reasonable and it would not be possible for members to obtain such cover for so low a premium if they approached Insurers individually. It will be seen that weekly payments for total disablement are not provided under

this scheme since it was thought that for a given premium members would prefer to have the largest possible protection for death or loss of eyes or limbs.

The first scheme, relating to individual rallies only, would be attractive to those members who already have Personal Accident Insurance which normally excludes rallies. The second scheme, however, offers members an unique opportunity to secure all-round Personal Accident cover throughout the year, including participation in rallies, for a very reasonable premium. The sum insured quoted is by way of example only and other figures could be considered. However, it is emphasised that the Club could only put the Annual Group Insurance into effect if at least 50 members wished to take part.

If members are interested in either of the above schemes would they please write to J. W. T. Crocker, Esq., at 42 Gracechurch Street, E.C.3.

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# CORRESPONDENCE

## THE JUPE AFFAIR

June 29th, 1956.

To The Lagonda Club Secretariat.

Ladies and Gentlemen,

(1) I understand that Mrs. P. W. Jupe has recently cut a swathe through the club—and has taken my name in such vain that I can, to restore it, do no less than induct the lady into the club.

May I therefore submit to the committee the name of Mrs. P. W. Jupe, South Warnborough, Basingstoke, Hants, as a candidate for membership? (The category is, I think, “—having a genuine interest in the marque—” and it is understood that Forshaw can supply evidence in support.)

My attached cheque includes the sum of ten shillings entrance fee and twelve shillings and sixpence half rate sub for those joining after 1st June. (Certainly seems to have got the money side taped!—ED.)

(2) I see no reason why Mr. P. R. W. Jupe should get off with this, and therefore beg to submit as a candidate for election Mr. P. R. W. Jupe, Shell Co., Collyer Quay, P.O. Box 643 Singapore I. He now owns the ex-me 2-litre 9167, engine No. OH 910, 1928 Speed Model—but do not ask me the dates of my children's birthdays. My cheque includes the sum of ten shillings entrance and twelve shillings and sixpence half sub, etc., etc. (All right, all right!—ED.)

(3) I do not seem to have received the LAGONDA MAGAZINE No. 18. Would you be good enough to send me a further copy—under plain cover, to foil the type somewhere along the line who extracts these delectable articles from H.M. Mails? The customary editorial pourboire of 2s. 6d. is included, etc., etc. (Kindly note editorial pourboire now 3s. 6d.—ED.)

(4) Please tell the Editor that I shall be writing officially to him the year after next,

when I get all my LAGONDAS on the road again. Since being unhorsed a year ago, I have worn out two Citroens—one quite dramatically—am starting on a Rover 90, and working dreadfully hard to pay for them all—.

Yours sincerely,

ARNOLD YOUNG,

Georgetown Chambers,  
Belfield Street,  
Ipoh,  
Perak, Malaya.

13th July, 1956.

To Dr. Arnold Young,  
Georgetown Chambers,  
Belfield Street,  
Perak, Malaya.

Dear Arnold,

It was very nice to hear from you again after so long, and as I expect you know, we in England are already fairly well acquainted with the happenings of this man Jupe. Mrs. Jupe has already made strenuous efforts on his behalf to collect the spares needed, and I am pleased to say that things are now fixed up, and I believe Symonds is going to do some of the fetching and carrying for him.

It is very nice of you to bring us yet another two members.

With kind regards,

Sincerely yours,

M. H. WILBY

(Liaison Officer).

P.S.—After allowing for two entrance fees for Mrs. and Mr. Jupe—£1—half sub. each—18s. 9d.—the amount of 8s. 9d. stands to your credit out of your cheque for £2 7s. 6d. Perhaps you will knock this amount off your next subscription? (And no waiting half a year and trying that half sub. lark!—ED.)



28th July, 1956.

Dear Mr. Jupe,

I need not say how sorry we all are to hear how shamefully that man Yung has used you. Let me assure you that we too can see through all this fine open-handed knife-in-the-back sponsoring of your mother and yourself.

It is such a pity of course that you were not in contact with the Club before the whole unfortunate business, for we were well aware of the man-eating ants and had had word of the maniacal experiments with the 500 ton hydraulic press. I do most sincerely hope that Mrs. Jupe has now recovered her old form. I know that as far as you yourself are concerned it is mainly a matter for Time the Great Heeler, but I should be only too pleased to seek on your behalf the advice of the Hon. Comp. Sec. who is rather keen on meddling with the medicines.

Yours most sincerely,  
G. P. W. TAYLOR.

Little Heath Cottage,  
Sheethanger Lane,  
Felden,  
Herts.

P.S.T.—Watch Wilby.

July, 1956.

Dear Mr. Editor,

I was most interested to read once again the "104 Miles in the Hour" article in the Spring/Summer issue of THE LAGONDA.

Some of your readers may not be aware that this is the car that is to-day owned by Bill Michael, although it is a bit shorter and lower than it was when run by Fox and Nichol before the War. There were in fact two of these two seater cars and they first ran in the 1936 French Grand Prix, one driven by the brothers Leoz, is still in its original guise and is owned and raced in Club events by Henry Mulholland, the other, EPE 97, was driven by the late Marcel Lehoux. Leoz won his class but Lehoux, after brake trouble, retired with gearbox trouble. A complaint that both Bill Michael and Henry Mulholland know well!

Mention of these two cars illustrates once more how often one car of a team does so much more than the other. EPE 97 apart from being used by Alan Hess for the "Hour" also finished third in the 500 miles race driven by the Hon. Brian Lewis at an average speed of over 113 m.p.h., and as far as I recall was driven by Dick Seaman at Spa. The Henry Mulholland car seems little used after the French Grand Prix and was offered for sale for many years before 1939, the price eventually being reduced to about £450.

All this is being written from memory, but now that these two fine cars are about again it is hoped someone will write more fully about them.

Yours sincerely,  
"LONG STROKE."

4, Lancaster Garages,  
Hampstead, N.W.3.





## COMPETITION NOTES



BY DR. S. C. REXFORD-WELCH

WHEN one has to write regular, consecutive articles it is often fun to turn up the last and see if it makes sense (politicians might try this post-elections!). In the previous competition notes it was predicted that "we should have a good season" and it would now appear that this statement has been vindicated; in fact, as you will read later in this diatribe, we have as a Club had one major and singular success. What is the reason? The racing side is simple but if one adds rallies to the mixture it does seem that the season is a complete circle and that motoring as a sport goes on all the year. The race meetings wait for the long, light days whilst the rally organisers look forward to the long, dark days with snow, rain and other inclemencies as hors-d'oeuvre.

### RUMINATING ON THE PAST Southern Rally—Heston, 26th May

To get things into correct perspective it is certainly the first duty to thank the organisers Harry Gostling, Ross-Watt and Ken Wilson, together with their band of marshals, for laying on a first class event. The organisation was of a very high order to cap it they managed to pick a beautiful day—all such cleverness is nearly beyond mortal man's praise.

The entry comprised 27 really live Lagondas and 6 cars of other makes piloted by paid-up members. Quite the most welcome competitor was Henry Coates, the worthy Northern Secretary in his immaculate 4½. Mitchell was unfortunately a non-runner due to mechanical failure at a late date.

Into a comparatively small space Harry had managed to pack eight tests and not one a dud—the slow test is rapidly becoming taboo in Club circles where test which demand driving skill *not* luck are the thing. Briefly the tests were (1) Accelerate—reverse accelerate to a line; (2) Garaging—three of them in any order, and the Club did its best to use up all the mathematical possibilities: 3 Round the hut and dodge the marker—a test which used up a lot of drums; (4) Up the alley, rotate the car, get out and rotate self around car—this giddy test was improved by the beauty of the lady marshal who, if one rotated quickly enough, appeared to be two

beautiful lady marshals; (5) Figure of Eight, lots of revs, lots of slide and lots of time pleasantly wasted; (6) Chicanes to dodge—most did; (7) Forwards Woggle Wiggle—no comment; (8) Acceleration and braking under no less an eye then brother Wilby who, it is suspected, said tactfully "jolly good" to all competitors.

It is not easy to pin-point the bright or the dim particularly when one is competing oneself (in the dim classification), but certain occurrences do spring to mind. Maurice Leo trying to make the figure of eight more difficult by going the wrong way or Crocker putting on so much steam that he brought the wings of his "new" 4½ down on the wheels to burn off the nice new paint. Billie Michael who, in the team car, was surrounded like the best fairy tale Djinn in a little cloud of stones, dust, smoke and expletives.

Newman had his monies worth in the garaging test as his car refrained from stopping to the general embarrassment of the garages; this rather in contrast to Colin Lyne who, enjoying life in a vast saloon, managed to make the test look a very stately affair. John Whitmee, in the very beautifully restored ex Comp. Sec. 3 litre (his driving of this car annoyed the Comp. Sec., for he pushed it round far too well) did not help himself much by using the handle to start but leaving the ignition switched off—all good exercise on a hot day. A further memory of Ron Newman was his starting the figure of eight very very slowly until he found that he had left the hand brake on. Betty Timbertop, as a marshal, was surrounded by a halo of small boys who offered suggestions, of some sort, when her stopwatch stopped.

While all this was going on Bugler in the Rapier crept round attracting little notice *until* the marks were totted up, then it was clear that clean careful driving pays dividends for he topped the bill by some distance. Also in the pay dirt sphere were Class I G. C. Collins, Class II M. Leo and Class III P. H. Hill. Awards of Merit go to P. Bartleet and D. H. Coates. However, what every competitor scored was a jolly good day's tests under first class conditions.

One feature of gastronomic interest at Heston was the cafe which was a going concern throughout the event (an event devoted to food with no motoring might be very popular in the Club?). It dished out beer and snacks in the period allowed by our liberal laws and then chameleon-like switched over on to tea and ices—all very nice for those who like to pull themselves through an event by their teeth. After this little warm up on the food side the field repaired (verb of movement not of disaster) to a carefully chosen pub where a large number of members gathered to do the usual "explaining" and then dashed into the dining room to fill their stomachs.

And then with the falling shades of night the members, competitors, marshals, spectators, departed to their various holes and nests to ruminate on the Southern Rally of 1956.



## LANCIA INTER-CLUB DRIVING TESTS— HESTON, JUNE 24th

Though most members are more than familiar with this "classic", a word of explanation may be welcomed by new members. The tests are sponsored by the Lancia Club and open to any ONE make club. Teams of three cars are entered, and each Club that enters is invited to put forward one of the tests. Hence each Club tries hard to think of a test that favours its own cars and is anathema to all others—a difficult task. In the past we have entered for this event year by year; however, we have had singularly little success, though much enjoyment, mainly due to the impossibility of competing against tests designed for small, light, short wheel-based cars. This year the organisers took the bold step of applying an overall handicap based mainly on weight/turning circle—as a result our "A" team managed to win and the Club offers very sincere congratulations to these stoics—*Bugler, Leo, Gostling*.

With some difficulty and considerable bribing with vast quantities of beer Harry the Gostling has been prevailed on to write an account of the event which is given in all its literary glory below:—

### SOME FLEETING GLIMPSES OF THE LANCIA CHALLENGE TROPHY MEETING

Can any member of the Club find me somewhere to live? Just two conditions—a long way from Heston Airport and far from any Members of the Committee.

The 'phone rang. The Doctor said . . .! Well, never mind. Here I am racking my brains. If I'd have only been warned I'd have even tried to remember something.

For the record (this means I have found the Official List of Entries) three teams of Lagonda cars were entered.

"A" Team	"B" Team	"C" Team (Northern)
J. C. Bugler	H. Duckett	J. G. Rider
A. H. Gostling	C. Long	J. R. Turner
M. Leo	P. Bartlett	D. H. Coates

Only "A" and "B" Teams competed. Rumour hath it that something dire had happened up North.

Alas! I must now fall back on memory. Anyway, I arrived, and was met by a vast array of Allards, Healeys, M.G.'s, Morgans, etc. I was vastly depressed. Me, my 16 stones, and my 2 litre! Leo comforted me. "Whatever you do, don't knock anything over". He can't have told Bartlett, whom I saw have a wonderful game of Skittles with some little white posts. The official types were not at all pleased. This didn't worry Duckett at all, and he knocked some more over later on.

I have a shocking memory; I forgot all that Leo told me and spoilt one of those pretty little kerbs that you have to find with the near-side wheels. The chap with the stopwatch only quietened down

when I got out of the car and stood near him. Long's 2 litre was immaculate as usual, and I watched him demonstrate to the organisers how the wiggle-woggle test should be done. But they still thought their way was better.

I now stopped watching Lagondas. If I had the evil eye, why bewitch my friends. The M.G.'s were making lots of screeching noises. I thought I'd find out why. Funny cars these moderns; when they try to start the rear wheels spin and the car doesn't move. When they try to stop, all four wheels lock and the car goes on. Thank goodness my 2 litre doesn't do things like that.

Bugler and Leo haven't been mentioned yet. For one reason, if either of them did hit anything I didn't see them do it. The organisers deserve a pat on the back. All was over far too soon and the sixty-odd cars had been through all the tests twice, and it was that time of day when the only thing that could be got to drink was TEA! The Lagonda contingent departed, save two. Leo was game to drink anything and so was I. Idly, we chatted and watched the clever types with Log Books working out the handicaps. All at once they turned to look at us, *the Challenge Trophy was ours!* A.H.G.

### ON THE TRACK

Though not quite as many members have been racing this year, the numbers have been as high or higher than any other one-make Club. In most instances handicappers have become slightly wary of Lags in 5-lap events and the successes of last year are not being repeated. However, we are having our usual Lagonda Only race in the Bentley Silverstone meeting. Unfortunately it was not possible to get up a team for the rather gruelling 750 Club 6-Hour Race—this to the annoyance of Charles Long who is something of a boy for punishment. In the second V.S.C.C. Silverstone both Ron Newman and Page circulated with some verve but were beaten by the handicappers. One car which is coming out of retire-

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ment, the 1935 M45 Le Mans car in the hands of Douglas Hull, will be watched with interest; it is known to be fast, but how it will handle on the Club Circuit remains to be seen, though we can be assured that its pilot will not be called in for loitering!

### THE FUTURE

The year leaves us still two of the most important of our events:

**The Annual General Meeting.** Though not strictly competition the element is preserved by the Concours and anyone hoping to get placed will have to start "a shining and a cleaning" pretty soon as the standard has gone up year by year.

The date is 23rd September and the venue Brimpton Grange—mixture as usual.

It would greatly assist the Committee if any points which members intend to bring up are forwarded to the Chairman of the Committee as early as possible; this is not a subterfuge on the best Parliamentary lines but merely to allow the most informed answers to be given. One difference will be made this year and that is that we intend to hold the actual A.G.M. earlier so that the proceedings can be taken at a slightly slower pace than last year—not, dear members, to allow the chairman to be into the bar on the first stroke of the witching hour.

### November Rally 17th/18th November

This is both our one *night event* and also the only opportunity that we have to *invite clubs* to whom we owe hospitality to compete with and against us. This year the notices have gone round early to assay the interest in the Club for this event. We have asked in vain for members to indicate their wishes as to what form this trial should take and have this year, as an experiment, slightly enlarged the scope. Whether this is popular or not remains to be seen. It would be easier to run a more simple rally but we feel that as one of the major one-make clubs we should always try to extend our events within the bounds of reason and finance.

The event starts from Brimpton Grange and will cover 250 miles of good roads. Navigation will not be easy, we would not want it so in an invitation event; however, it is still a reasonable trial for any Lagonda owner to contemplate and it is hoped that the Club will back the organisers—with Mike Bosworth at the helm it is clear that the rally will be well run and all amenities catered for.

### Alvis Rally, 16th September

Our friends the Alvis Club, who have for two years run a joint event with us in the Autumn have, we hear, now received R.A.C. recognition and will, this year, be promoting the event as a Closed Invitation Rally to which they have kindly asked us.

The event will start from the "Huts", Hindhead Surrey, at approximately 11 o'clock, will consist of 120 miles navigation with two tests in passage and should end at 5.30 p.m. Other invited Clubs are

all "one"-make and entrants can only drive cars specific to their Club.

Will all those interested drop a line to the Comp. Sec.: who will forward regulations. The event is located in lovely scenery and does not demand a very big bag of gold for petrol. C.R.-W.

### INVITATION FROM THE ASTON MARTIN OWNERS' CLUB

An invitation has been received to take part in the "Aston Martin Speed Match". This will be held on the Brands Hatch circuit on Saturday, 15th September.

There will be classes for sports and racing cars, several cars will run at a time over two laps of the course—one standing and one flying—both timed.

Regulations are available from Mike Wilby at 4 Lancaster Garages, Hampstead, N.W.3, or from the Secretary of the Meeting, Roger Mennell, Woden Law, Firs Road, Kenley, Surrey.

### BENTLEY DRIVERS' CLUB MEETING, 1956

Without doubt this meeting is the one that all members look forward to most, the atmosphere always seems right, the paddock is full of interesting cars and not crowded enough to make inspection impossible, the racing is first class and the social swirl fun. Normally the weather lives up to all this, but 4th August, 1956, was so very wet and damp in the early morning that it seemed it might well spoil an excellent day. At mid-day in almost winter conditions the sprints were run off, the Lagonda Classes looked very small in comparison with the number entered for the Lagonda only race. The Class for 2, 3, 3½ litres and Rapiers had little support and Ron Newman made the fastest time in 23.16 secs. Mrs. Symonds managed 26.58 secs. in the ex Crocker 16/80 and Peter Bartleet who appeared on the starting line but not in the programme did 26.25 sec. The heavy metal class saw Maurice Leo do a very good 19.85 which wasn't quite quick enough to beat Bill Michael's 19.13, but in any case as Henry Mulholland had only occupied the ¼ mile of road for 18.56 secs. it didn't matter much. Richard Hare, his leg now out of plaster, did a quiet 22.50 in the handsome LG45 Coupe, which was quick enough to beat Dick Page with 23.67. Dick complained that there was so much clearance between the blower blades that he was only getting about 1 square inch of boost.

The lunch interval arrived and the rain stopped, and by the time one moved about the paddock to look at the cars the sun was almost shining. Of particular interest was Douglas Hull's 1935 Le Mans 4½ litre. This was, of course, one of the M45's prepared by Fox and Nichol with neat bodies and Girling brakes and was in fact the forerunner of the M45R model. Hull has done a fine job of restoring this car, and although as yet unpainted it attracted much attention and will be a useful addition to the list of historic cars in active use in the Club. Perhaps the

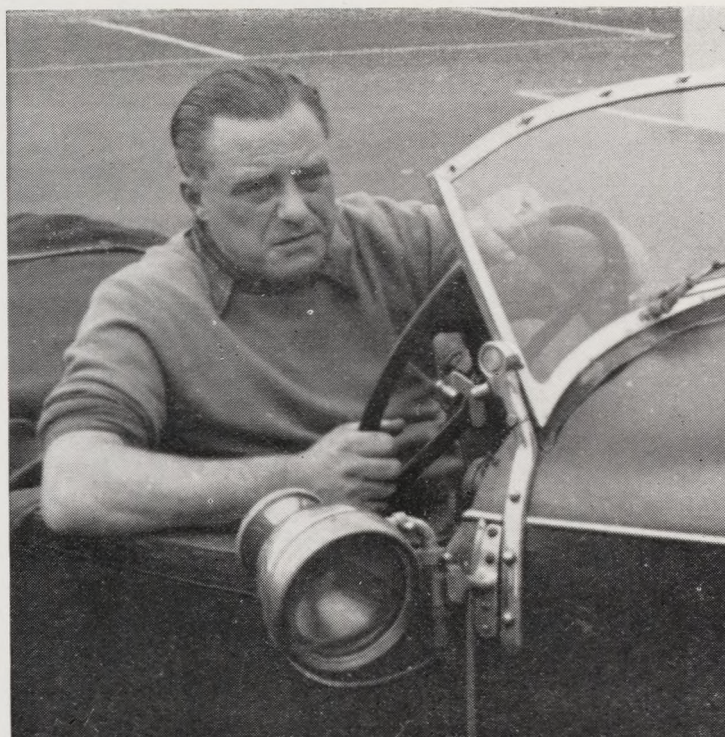


biggest crowd gathered at Charles Elphinstone's 1914 11.1, again beautifully rebuilt, and it was a great pity he decided to withdraw it from the race owing to a bent rear hub. Ron Newman now has a twin exhaust system on the 3 litre because, as he says, it is as fast as Maurice Leo's blown 2 litre so it might just as well be as noisy! By the time the cars came out of the Lagonda race the road had dried and the order on the starting grid was:—

Henry Mulholland	1936 team car	Scr.
Bill Michael	1936 team car	0m 15s
Douglas Hull	1935 team car	0m 15s
Ron Newman	3 litre	1m 00s
Maurice Leo	2 litre (S)	1m 00s
Dick Page	2 litre (S)	1m 10s
Dick Hare	LG45 Coupe	1m 15s
Mike Wilby	Rapier	1m 40s
"Sim" Symonds	16/80	1m 50s
Charles Long	2 litre	1m 55s
Harry Gostling	2 litre	1m 55s
James Woolard	2 litre	1m 55s
Peter Bartleet	2 litre (Hip Bath)	2m 50s
Charles Elphinstone	11.1	2 laps + 0.10s

In addition to Elphinstone Mike Wilby was a non-starter as the car wasn't quite ready in time, but he got his own back by going up to the commentator's box and making rude remarks about all the others.

At the drop of the flag Bartleet urged the "Hip Bath" into motion and the race was on. The 55 secs. before the other 2 litres left seemed an age, but the they were away followed at regular intervals until only the scratch man was left in solitary state. By this time the limit man had completed a lap or so and Henry was heard to remark that he thought he would see the finishing flag before he had the signal to start. Soon he was away on what seemed a hopeless chase but his entry into Woodcote, the car shaking under the brakes, soon let it be known that he was going to try. At the end of the first lap of course the handicap had not taken effect and they passed in programme order although Long had the 1929 Le Mans 2 litre well in front of the other cars of similar capacity and Maurice Leo had made good use of his good power low down to get clear of Newman. Next time round the leaders—Bartleet, Long, and Gostling—were unchanged but already the blown 2 litre of Leo was getting within striking distance having passed Page in his practically unblown car and was pressing the 16/80 more than somewhat. Bill Michael, who had been re-handicapped because the engine he had in was a "cooking" one, the proper one having broken the crankshaft a week or so before (who said you cannot get 5,000 r.p.m. in a 4½ litre?) was getting well away from the 1935 team car which, with a stiff engine and high gearing, wasn't able to make best use of its speed. Nevertheless, Douglas Hull's line through Woodcote was a joy to watch; the car very fast but so steady. Lap three saw Leo hard behind Long and both of



*Charles Long—before winning the Lagonda race at the 8 Clubs Meeting!*

them had closed on Bartleet who was going to be hard pushed to hold the lead much longer. Henry Mulholland passed his sister car as they came down the straight at the end of this lap, but as yet he was a long way from the leaders and in fact seemed to be motoring in a little world all of his own. At the end of lap four it was still Bartleet with Long now almost on his heels, but Leo's car was now falling back, still in third place but with Ron Newman chasing him very hard having now got into his stride. The scratch man weaving about was now in sixth place and a close finish was now being argued about. On the last lap the "Hip Bath" at last gave up the lead to Long, and as they came out of Beckett's Long held quite a good lead but the red 3 litre was well wound up and it fairly rushed up behind him down the hill into Woodcote. All eyes were watching the brow and the first car over the top behind the leaders was Henry, the car going very fast. The gap closed and as they slowed for the last corner it was Long, then Newman doing all he could to get by and the scratch car looking for a gap. Ron swung wide out of Woodcote, on to the grass, and passed Long in a not very straight line which slowed him up and made Charles dodge a bit.

Henry hauled the 4½ litre hard on the inside and as they rushed up to the finishing line just got the bonnet in front to win from Newman, Long, Leo with the now sick two litre in fourth place. The rest of the field followed in quick succession, the two litres bringing up the rear, which has sent the Club handicapper away to think again. An exciting finish to a very good race and the commentator was kind enough to congratulate the Race Sub-Com-



mittee on the fine handicap. The race average was 65.08 and Mulholland made fastest lap in 67.47 m.p.h.

There were also several Lagondas in the 10-lap all-comers' handicap, but your scribe is getting a bit fed-up with typing all this so isn't going to say much. It was a very good race with George Burton and his 4½ Bentley on scratch with the DB2/4 Aston Martin of Miss Burt, Henry Mulholland on 27 secs., and Hull and Michael on 55 secs. For about four laps Mike Harris gave a wonderful display and kept his 747 c.c. Austin in front of all the big boys but in the end gave the lead to Bill Michael as they came into Becketts on the last lap. By now the scratch lady and gentleman had moved up to third and fourth places and every one was on their toes to see if they could catch the Lagonda. But Bill, as calm as ever kept his head and the lead, and crossed the line in front of Miss Burt and Burton who had swamped the gallant Harris in the last few yards.

Mulholland worked his way through to fifth place a short way ahead of Hull in the other Lagonda.

A very fine end to a grand race for which we must thank our very good friends the Bentley Drivers' Club. I think every Lagonda member is honest enough to say that even if there were no Lagondas running they would go to see Burton and McDonald drive their very fast 4½ litre Bentleys. It is a sight worth going a long way to witness.

Individual lap time not to hand at the moment, but in the next issue fastest laps for all the Lagonda races this year will be published.

"FLARE PATH".

## EIGHT CLUBS MEETING, 1956

### LAGONDA RACE

Through various mechanical and personal disarrangements the entry for this race was rather smaller than in previous years, but did include some new names which is a welcome sign for the future. The handicap wasn't the direct responsibility of the Club, but after some correspondence with the organisers the programme read as follows:—

J. C. Bugler	Rapier Coupe	2m 25s
H. C. Long	2 litre	2m 00s
P. H. Hills	16/80	1m 50s
M. C. Arthy	Rapier 2-seater	1m 40s
G. A. Naylor	Rapier	1m 15s
C. E. Lyne	M45 saloon	1m 10s
R. S. Page	2 litre (S)	1m 05s
R. A. Newman	3 litre	1m 00s
M. Leo	2 litre (S)	55s
L. S. Michael	LG45R	Scr.

For the first two laps Colin Bugler made good use of his handicap and was well out in front, but Charles Long, using the new technique of using third gear all round the circuit passed him as they came down to Woodcote on the third lap and thereafter never

looked likely to loose the lead as he pressed on with great determination. Behind him the field gradually closed up, Ron Newman, perhaps not quite as fast as usual was making great efforts to close on Dick Page who, braking desperately late for the corners, was getting frightful wheel tramp. Bill Michael had now got the ex-team car in the general huddle in the middle of the order when it was noticed that the whole outer rim of spokes from the near side front wheel had parted company from the rim and were giving a fair imitation of an umbrella turned inside out in a gale. Somewhat naturally this made the car feel a bit odd and he couldn't make much impression on the flying Long. (NOTE.—This is not a Chinese laundry.)

On the last lap a whole bunch of cars appeared over the brow of the hill leading to Woodcote all trying to occupy the same piece of road at the same time, brake lights flashed, cars weaved, and as they came out towards the finishing line it was Naylor, Lyne and Page a few feet apart to finish 2nd, 3rd and 4th behind the 1929 Le Mans car of Charles Long.

A well deserved win that proves a 2 litre is as good as any model at this sort of thing—let's see more of them out next time!

"FLARE PATH".

## ANNUAL CHALLENGE TROPHIES

Following the article in the last issue of THE LAGONDA on the various challenge trophies competed for annually by members, several have been keen enough to submit a list of events in which they have taken part and the Competitions Sub-Committee have been busy working out the score to date.

There must be many other competitors who have not bothered to "stake their claim", but unless they do so it is impossible to give them credit for events entered.

All are reminded that the "year" for the purpose of these trophies runs from the Club's November Rally, so all events after that date count towards this year's awards.

At the time of going to press the position is as follows:—

### CAR CLUB TROPHY (Club Events)

M. Leo	..	..	59 marks
L. S. Michael	..	..	47 "
D. H. Coates	..	..	45 "
J. C. Bugler	..	..	41 "
A. H. Gostling	..	..	3 "



#### MICHAEL TROPHY

M. Leo	..	..	139 marks
L. S. Michael	..	..	114 „
D. H. Coates	..	..	75 „
J. C. Bugler	..	..	72 „
R. S. Page	..	..	62 „
A. H. Gostling	..	..	49 „

#### DENSHAM TROPHY (2 litres)

M. Leo	..	..	139 marks
R. S. Page	..	..	62 „
A. H. Gostling	..	..	49 „

#### MARSHALS AWARD

M. H. Wilby	..	..	95 marks
D. H. Coates	..	..	35 „
S. C. Rexford-Welch	..	..	20 „
A. H. Gostling	..	..	20 „

#### ALVIS WOLDS RALLY—27th MAY, 1956

This scribe only went for a day out, but was shattered when “asked” to write the thing up—*after* the event! So E. & O.E., here goes:—

On a glorious day 10 Alvis (? plural), 2 Bentleys, and 4 Lags. dashed round and about Helmsley, N. Yorks, with gusto. But Lags had no sextants on the port side of the bridge. Moore, loaded to the gunnels with bods, being 1st Lag. home in 9th place.

Roads were colonial enough for Routledge’s Alvis to lose contact between engine and gearbox on the stop-restart test; Davenport’s 4½ to dispense with a mudguard, and a marshal’s M.G. to try 3-point support, by shedding a wheel!

Club members were Moore (9th), Doc Rider in a 4½ saloon (11th), Davenport (12th), and Oldroyd in a 2-litre (14th). Your scribe mucked up the timing as best he could for the Club. A very pleasant time was had by all. JOROT.

#### BOOK REVIEW

**The Vintage Motor Car**, by Cecil Clutton and John Stanford. Published by Batsford at 25s.

Here, at last, is a book dealing specifically with the Vintage Car. The names of the

authors should be sufficient guarantee of the book’s worth, without requiring further eulogy ; but for the benefit of those who like their money’s worth in reviews, this is a book which every owner of a vintage or post-vintage Thoroughbred Lagonda should own. Whilst there are 232 pages of reading matter, the 61 photographs and 30 small line blocks will present no difficulties to our Chairman and Competition Secretary.

The book opens with a 15 page survey of the period leading up to the Vintage Era (1919-1930). As an indication of the style of writing adopted, no better example could be given than the opening sentence . . . “Never mind who invented the motor-car”! After a brief summary of the Vintage period itself, some 47 pages are devoted to the history of marques producing cars of the sports type, together with brief specifications of the models produced. Shorter chapters of about 25 pages deal with Racing Cars, Economy and Utility Cars, and Touring Cars. A further section of 38 pages covers Luxury Cars, and the book is rounded off with 22 pages on “Competition in the ‘20’s”. Having thus disposed of any doubts the reader may have had for the critic’s proficiency in arithmetic, the main impression left by the book is that it is intended to give a broad and general survey of the period. It does not set out to be a work of reference such as Pomeroy’s “Grand Prix Car”, but instead paints a picture giving the perspective of the era.

It is noted with some surprise that Lagondas were not the only really good cars produced at that time. The authors betray their partisanship for the Vauxhall “Velox”, and go rather a bundle on some obscure Spanish leviathan. The book abounds with charming little pieces like “. . . the II.9, whose performance had been becoming more and more imperceptible . . .”, and the hand of Jeddere Fisher can be detected in the passage on the manifolding of the 2-litre. Truly, a finger in every port! The 3-litre is casually dismissed, and there is a positively nasty bit about 16/80’s ! But please go and buy it and read it for yourselves. T.



# A Year to Remember . . . . .

by Robert Pinkerton

Twenty-first birthday anniversaries of one's own family are usually both memorable and expensive occasions : and in this respect if none other, our Gonda—the children's young tongues find the more usual trisyllabic proper name too great a burden, and I for one, prefer their contraction to the more usual Lag with its ambiguous, yet accurate, qualifying adjective—runs true to type.

But both Gonda and her driver were perhaps lucky to see the dawn of the anniversary, for  $5\frac{3}{4}$  hours before the turn of the year—this stating of the exact time is a precaution against any suspicion that might arise that Club members drink—Gonda found herself firmly ensconced in an unknown garden, with pieces of privet projecting crazily from her dumb rims, wire wheels and lamps, and leaving a very solid, normally vertical, four square gate post horizontal in her wake.

This escapade, although qualifying me for membership of the ditches and hedges club scarcely lead to much conviviality, so that subsequently many glasses of sherry were needed to effect a very half-hearted welcome to the New and anniversary Year. My wife took the whole event cheerfully, comparing the apparent writing-off of Gonda to the enthusiasm of a favourite pet dog, thereby, I thought, depicting one of those finer feelings for which Club member's wives are notorious.

Later, when Gonda had been removed from her rural resting place to a more seemly neighbourhood, it became clear that a new rear axle casing would be required, together with a brake drum, brake cross shaft and rods, a road spring and road wheels, to say nothing of repairs to the body work, and the straightening of the front axle-beam. By great good chance, I met Joost Gompels recently arrived in Salisbury, and through him was introduced to Club membership, Ivan Forshaw, and a fully comprehensive

insurance policy. Preliminary estimates of the cost of repairs were quite horrifying, and so nothing was done for a few weeks, partly owing to the sickness of the children, as well as of my bank account.

In the meantime, I had the use of a well-known make of van for official journeys, but eventually this too went sick on me, and not having the breeding of our machines, let me down some twenty miles from home. Our hospital mechanic said "it" disliked being driven like a Lagonda : this I always considered a stupid remark, because fortunately, there is nothing quite like a Lagonda.

In March, Joost Gompels kindly took me over to a B.D.C. film show at Marlborough, which we all enjoyed. We don't appear to have been invited again, although I think we behaved ourselves, even when we saw Bentleys being wiggle-woggled between petrol tins at Abingdon. Perhaps our own Club could organise some of these shows in the winter months—there must be a few members who would for once prefer to see a film of Le Mans to one of his Girls.

On 1st May—an appropriate day whether your convictions be radical or floral—Gonda was back on the road, and rather diffidently I took her out for a trial run. The experience was quite exhilarating, and I would suggest that anyone dissatisfied with their Lagondas should lay them aside for a few months each year the better to appreciate their true worth—unless they have large expenses allowances, they probably have to any way.

Although not competing, we decided to go to the Southern Rally. The weather was particularly bad, and our journey to the Trading Estate took longer than expected, especially as the route being through Ascot, Windsor, Eton and Slough, and the children found much to attract them. Next year, we will compete, but I hope the site will be different for although the children found the



trains entertaining, the place is somehow dreary.

The summer was now on us, and a visit to the V.S.C.C. Silverstone meeting followed. I was disappointed to see so very few Lagondas, but was greatly thrilled by Mrs. ex Hon.-Sec's drive in Titus. On our return journey, we encountered the Gompels, still running in new bearings, en route to Southampton and South Africa and we wished them God speed.

Soon afterwards, my wife unfortunately had to spend many weeks in hospital so that proposed visits to Eight Clubs, Silverstone, and the A.G.M. were transposed into journeys to London to leave our three children with a very heroic friend who thus found herself in charge of six under six—this does not indicate a car with a revolutionary cylinder layout, but implies six children all under the age of six years.

After the summer, I read the impassioned plea of the Hon. Comp. Sec. for more entrants in club competitions, and decided to enter Gonda for a rally. Clearly a twenty-one year old 3-litre saloon—albeit a Lagonda—is not the ideal car for driving tests or speed trials, so that only in a rally with a long road section could Gonda be expected to put up a reasonable showing. Such an event appeared to be the Eight Clubs' Eastbourne Rally, with a class for pre-1934 cars. I applied for the regulations, wrote to the R.A.C. for a licence, and my insurers for insurance cover for the event, or rather that of it held on the Queen's Highways. (I subsequently discovered what a curious contradiction of terms this phrase contained, as applied to this Rally.) The entry duly made, I half-hoped that it would not be accepted: when I received the final instructions I was quite certain that I was foredooming Gonda and her occupants, if not to a watery grave, at least to a wet night lost in the Berkshire Downs.

Curiously enough, it was not difficult to find two people to crew—one had navigated a 750 Renault in local club events a few times, and his experience was quite invaluable.

Lists of what we needed to take with us, and what Gonda needed to put her in good heart, were both prepared: the latter list assumed such enormous proportions that I tore it up, and merely fitted two new lamps and replaced the original, curious external windscreen-wiper motor with a modern machine which actually works. The navigator being confident of success, he persuaded me to present Gonda at our starting point near Reading on time. What happened after this is rather hazy, as I had no idea at all where we were going, and the navigator himself was not always any more certain. It was quite uncanny how little we saw of other competing cars: the exception to this was during the night regularity bonus section, when having taken a wrong turning, we drove against a seemingly unending stream of lights. For some reason, the other cars gave way to us in the extremely narrow lane, and I can but assume that we were considered to be either a besotted reveller returning home with the milk, or a local farmer going to help collect it. We were not surprised to learn we had achieved no bonus marks.

We finally arrived at Eastbourne some 12 hours after leaving Reading, the last two sections of the route being traversed in daylight. The regularity test which followed was chiefly remarkable for the driver's insistence on starting before the navigator had mapped out the route, so that it was not before we had gone nearly five miles that we realised that for once we were on the right road—and going the correct way. Later on the navigator was lulled to sleep so gentle was Gonda's progress after the hectic driving over bad surfaces during the night. The driving tests followed in the afternoon, the car behaved well, but not so the driver, so that we put up the worst times in two of the tests, only showing to any advantage in the slow-running test.

The organisation was superb, the full detailed results being produced the same evening. The marshals were all with but one exception, most helpful: I imagine that this volatile and fiery female was of Italian ancestry, and in consequence was initiated by the absence of any competing Lancias, so



venting her spleen on poor Gonda for daring to have such a Latin-sounding name and yet originating in Staines, England.

As a celebration of Gonda's 21st anniversary of registration, a party at Hindhead on the occasion of the November Handicap (Lagonda, not Manchester version) seemed suitable. Gonda herself thought otherwise and 36 hours before the event, she registered her disapproval by breaking a rear axle-shaft. But she had forgotten, in her ungratefulness, the ministrations of the T.A. and S.R. Parkstone—thank you once again, Ivan—and scarcely before she knew what had happened she was back on the road again, and keeping her appointment as planned.

The driving tests were much more fun than those at Eastbourne, but I realise now the importance of reading the instructions before taking the tests and not afterwards. It was a great pity to find only one Lagonda car in the awards list—surely the Club can do better than this! We all thoroughly enjoyed the day's outing, and found the marshals very helpful and cheerful.

In early December, we watched the Sunbeam-Talbots cutting most un-Poesehish capers on the Undercliff Drive, Bournemouth; the waves and sea breezes combined with the pitching and rolling of the cars, as they rounded marker "buoys", to compete a notable nautical occasion.

The car continued to serve me without fear or fault for the remainder of year, completing over 11,000 miles since 1st May. The performance of the rather heavy 3-litre saloon is, of course, not startling when compared with a modern 2½-litre or 3 power unit, but nevertheless Gonda is still capable of a good average speed on a long trip on main roads. At Christmas we completed our journey fully laden from Wiltshire to Hampstead, a distance of 92 miles door-to-door, in 107 minutes. I wonder if cars of to-day will be able to emulate this in 1974.

A memorable year indeed has 1953 been for Gonda: but now that I see before me a piece of paper on which are lots of figures in red, perhaps for me it will be a year to forget.

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### THE WILD WOMEN AND LAGONDA OF HOLLYWOOD

BY ERROL FLYNN

Ever heard of a female practical joker? Hollywood must be the only place they exist.

From W. C. Fields to Olsen and Johnson, from the Marx Brothers to Joe Cook . . . did any of those hoaxers think up anything as fantastic as Hilda Borrodale's mask?

Hilda was a gay doll who lived lavishly on a real estate inheritance. She was approximately 25 when I met her, but definitely a peach and somewhat nuts.

She drove a low-swung open Lagonda that overtook other cars with a *whoof!* and a smell of burnt oil.

Hilda's gag was to coast down a side street and give the come-on to some wolf in another car. He would follow, all agog. She raced round the corner. When her pursuer turned the bend he saw her looking back over her shoulder, smiling an invitation.

She made for the open country, still looking back at her pursuer. He kept up the chase.

Faster and faster she went, always giving him that backward, bewitching smile.

#### Never Caught

Of course, he never caught her in that Lagonda. And he went home wondering how that girl could drive with such speed and skill with her head turned almost back to front.

*SOLUTION . . . Hilda got one of the studio experts to make a rubber mask resembling her own countenance—at least from a distance.*

As soon as she turned that first corner—and before the wolf got round it—she slipped the mask on the back of her head.

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# NORTHERN NOTES — from D. H. Coates

SOMETHING of what has happened is described elsewhere. That is fine up to a point, as it lets this scribe out of some work. The trouble is that it leaves him little to write about, and as he isn't a very good inventor of happenings, this column is apt to be unimpressive in extent.

We are grateful to Alvis O.C. for once again getting moving and organising a joint Rally. This time it was in the York area. Some of our members performed and some assisted the management. Alvis, by the way, drink beer, etc., regularly at the Sun Inn, Colton, which is just South of the Tadcaster, York road. The printers of the last Northern circular were meticulously accurate with the name of the Inn and the day of the month, but somehow omitted the rather important information as to where the Inn is. You know now, and anyone who likes a drink twice a month can go there each **THIRD THURSDAY**, and come to ours at the Red Lion, Holme-on-Spalding-Moor each **LAST TUESDAY**. This meeting draws satisfactory numbers, except in the worst winter weather, and we still seem *personae grata* with the management. The majority still seem to come from Yorks, East Riding, but we have been very glad to see Hill from Leeds several times, Rider from Doncaster, and Oldroyd with his very tidy 2-litre which he has recently completely overhauled. Mr. and Mrs. Sibson tear themselves away from playing boats that one evening, and Cree occasionally makes a wide detour on his rounds and gains stimulus for further exercise of his bedside manner.

Social runs—treasure hunts—have not been an unqualified success. It's a pity really, because they enable folks to drive a bit, and navigate a bit, without too much formality; and without a large staff of marshals. The latter is important because it allows more potential competitors to compete. Moors sorted out the clues most completely in June, and Ellison of Alvis O.C. did best in the one in March.

Vintage Oulton provided a very pleasant day for some of us. Page was performing, as usual, with his blown 2 litre, which rates a much lower phon value than most such models, but still contrives to travel rapidly. Rider was prepared with patches at Druids, but disdained to use them when required by a member marshalling not far away. Numerous Lagondas were to be seen in the car park, among them Dearden-Briggs and Dr. Kershaw who was coerced into becoming a member. Gardiner's Lagonda being temporarily *en panne*, he had contrived to transport himself and Mrs. Gardner in another vehicle. Page's late 2 litre was there with Briggs, its new owner Sanders had travelled by aeroplane, his car being insufficiently buoyant for the Irish Sea crossing.

Thanks are due to the large number of individuals who so kindly helped with the Northern Rally. Particular mention must be made of Richard Paines who came up here to sell hypo, etc., but who has spent most of his time running things for this Club. He even allowed the nominal organiser of the Rally to try and knock down the markers he had spent all the morning setting out. Valuable assistance was also provided by members of the Vintage S.C.C. and the Humber Register.

It was premature to promise a completely intelligent population. In our defence we must state that owing to securing the new ground at a late date, exploration of the route had not been exhaustive; but we had not expected the natives to so far indulge their primitive passions as to reverse one of our carefully set up direction signs.

It was pleasant to have members from as far afield as London, Edinburgh (Elder) and even the Far East in the persons of Mr. and Mrs. Symonds.

Davenport's old 2 litre now graces the East Riding, meantime, its late owner, drives the 4½ that belonged to Col. Leggett. Two members—Morse and Verity—were recently to be seen dissecting a chassis



near Carlisle. Terry has to find a home for his 16-80 saloon while he attends to military matters abroad, but will want another when he returns. Oldroyd found a hazard not intended by the organisers on the June social run, and had to nominate King to drive at Sandtoft, and also found a job. Copley also had a job—transport with his new van. It's a mistake to admit ownership of such a useful vehicle! We were pleased to have the 2.6 represented, but, unfortunately, Arnold, the owner, could not stay for it to be admired when there was leisure after the competition. Brooks has been emulating Michelle and Armand, and it is hoped we may see films of his adventures. Cree is using Jenolite and emery paper by the hogshead and ream, on his Rapide, but hopes to be mobile in due course. Shaw is having universal trouble—universal joint, one should say—trouble is not universal, though Lags. can be a bit depressing at times.

D. H. COATES.

## NORTHERN RALLY

DESPITE the tribulations of terrain and topography and the efforts of a would-be humorist who reversed one of the directional arrows leading to Sandtofts aerodrome, a fine concourse of Lagondas and other cars was found awaiting starter's orders. The Northern Secretary had been unable to lay on a perfect summer's day as had been his wont in former years, but he did at least persuade the Clerk of the Weather to turn off the tap for the afternoon. As always upon these occasions the array of cars was most varied ranging from a 14/60 to Arnold's DB2.6. It is pleasant to see the post-war cars at meetings and one can only regret that there were not more of them to compete against the heavy artillery of Mr. Meadows in Class 2. Amongst those cars present, were Page's and Hibbert's blown 2 litres—several very smart 16/80's, amongst them the Symonds, recently married and on leave from Malaya, and competing alternately in the same (ex Crocker) car, whilst amongst the heavy brigade were Doctor Ryder in his

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LG45—occasionally laying a smoke-screen to confound his pursuers.

From the south, intrepidly venturing into the fastnesses of the north came the Mason-Wilby équipe complete with dog, in the former's ex-Spiller, ex-supercharged Park Ward drophead 2 litre, and Bartleet and Hartop in the "Hipbath" which seems to remain perennially young. In the "foreigners" park, Aston, Bentley, Talbot and Peugeot were noted.

The tests were well laid-out and easily followed and some 22 starters out of 23 entries dashed around the course with varying degrees of abandon and success, burning up considerable quantities of rubber and petrol, to the delight of the shareholders of Messrs. Dunlop and the big oil companies.

**Test 1** was a straightforward (?) "wigglegoggle" laid out on an "S" curve to stop astride a finishing line. A slight hiatus occurred in the early stages when at least one competitor mistook it for a flying finish, which occasioned some hasty backing.



**Test 2** involved acceleration and braking following a le Mans type start with penalties for overshooting the finishing line, a test most unsuitable for some types of Lagonda which shall be nameless!

**Test 3** was a chicane, through which many machines displayed startling degrees of roll, about an axis which may or may not have been fore and aft. This impelled at least one contemplative surveyor of the scene, to the observation that a "turn and bank" indicator would be a useful instrument to enhance members' already well-equipped dashboards.

**Test 4**, charmingly supervised by Mesdames Mason and Woodhead, put camels, in the form of members, through the eye of the proverbial needle. This consisted of 2 slender posts set 6 inches wider than the car, partway down a straight ending with a flying finish. There appeared two approaches to this problem, the cautious and the bold. The latter not only produced a crop of posts knocked down, but three competitors who prefer to remain incognito, demolished them altogether, which caused slight hold-ups whilst replacements were drawn from stores.

**Test 5** caused those involved to dash madly around a curve, stop, reverse into one garage and then round a series of markers into a second. Most drivers appeared to do quite well in this caper, although one would scarcely think it an evolution which they performed very frequently.

**Test 6** was eliminated because of prevailing conditions (Tempest, fire or flood? ED.) and we then moved on to **No. 7**, a reversing and "parking-by-the-kerb" test—excellent practice for lengthy Lagondas with wheelbases of 10 feet or more. The site of this test was graced by the presence of Alec Davis' 11.9 1924 Humber, and we were informed that Lt. Demaus, one of the powers behind the Humber Register, owns . . . a Lagonda!

**Test 8** consisted of slow and fast sections in which 16/80's and others with multi-cylinders, low ratios and small back wheels reduced themselves almost to a standstill

without incurring the wrath of the travelling marshall. Mike Wilby officiating in the timing department, nearly dropped his stop-watches, so great was his glee when Peter Bartleet stalled in the slow section during his first time round and so incurred the maximum penalty.

All competitors went round twice and results were worked out on aggregate. Meantime, organiser Henry Coates was observed circulating to attend to the needs of his cheerful army of marshalls (to whom an event of this kind owes so much) and managing at the same time to compete in the tests himself. Very thoughtfully, he had arranged for a hangar to be filled with several thousand tons of sand to the delight of the younger generation. Thanks are also due to the R.A.F. duty crew who cheerfully opened up a fire hydrant and provided a bucket for those members who boiled in the attempt and ran short of water.

On the completion of the tests, a cohort of Lagondas and others thundered back to Bawtry arriving indecently close to opening time (Ah, yes! Test 6.—ED.). A considerable number of members were staying the night at the Crown and even more to dinner. In what seemed a very short time, Henry and Dick Paines struggling manfully with slide-rule and abacus, produced the results. First in overall performance came Page in his s/c 2 litre with 991.2 points. As if to offset Henry Coates' successful sortie to the Southern Rally, Hartop in Bartleet's 14/60 came 1st in Class 1 (2 litres, 3 litres and 16/80's), with 885.5 points (6th overall) with King 2nd in Oldroyd's 2L., 792.9 (11th overall). Geoff. Hibbert contrived to win Class 2 (4½ litres, Rapiers and s/c 2 litres) with 909.9 points (4th overall) and Coates was 2nd in his M45 D.H.C. (5th overall). Thus did two former Monte Carlo cars prove their worth. Class 3 (non-Lagondas) went to Hobley in a TR2 and 965.5 points (2nd overall) with Pope (Aston Martin) 2nd in the Class (909.0 points) and 3rd overall.

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# Spares and Technical Topics

By IVAN FORSHAW

*Spares Registrar and Technical Advisor*



With the A.G.M. and Rally unbelievably near there is much work in hand. The meeting is once again conveniently arranged in September and will provide a delightful last outing of the motoring season for many members. It is a family occasion, and no owner or lover of Lagondas should miss this day and the opportunity of seeing more than one hundred cars of the make congregated in one place at the same time. A record attendance is expected.

The return of Tortoise Taylor to the Editorial staff revives an earlier and electrifying correspondence. If, as is likely, these notes are lacking in both quality and quantity it is largely due to a politely blasphemous bombardment of letters, postcards and telephone calls demanding copy and no blarney. And due also to the inevitable onslaught of summer visitors.

**Pistons.** Owners of 3-litre cars will recall the use by Douglas Price of Rover pistons, and the same parts have recently been used by Geoffrey Seaton and Alan Hitch for their engine overhauls. Difficulties were encountered which involved both modification of the pistons and machinery of the combustion chambers. Full details are now available from me and the use of the Rover pistons should not be contemplated until a careful study of these has been made.

**16/80 Special Six.** It will be generally known that the engine used in this car was a modified Crossley design, and had been in use in cars of that make for at least four years before Lagonda adopted it. Indeed, it was the logical descendant of a larger Crossley engine which was in production shortly after the first World War. For Lagonda use the engine was modified in respect of cylinder block, sump, porting, manifolding clutch, starter motor, pushrods, valves and valve springs, and gave off considerably greater power as a result. Crossley had invariably employed a single updraught carburetter, and the introduction of twin S.V. instruments by Lagonda seems to have involved them in curious difficulties; early photographs of the engine in the experimental stage show various arrangements of these carburetters, including back to back mounting at the ends of a long manifold and the employment of semi-downdraught instruments. The horizontal

S.V.s and the manifold finally fitted as standard equipment may not, in fact, be the best answer, as the 16/80 engine has often been criticised for extravagance in fuel consumption for a unit of this capacity.

**2-litre Front Axle.** Anxious letters are received in connection with the front wheel tramp or axle judder which is a curious action of some 2-litre cars. This phenomenon is usually manifested when braking on rough road surface, and may under certain conditions assume frightening and even dangerous proportions. Observations over a number of years make it clear that this malady is by no means restricted to Lagondas, and is most prevalent on cars with steeply dropped front axle beams. It is significant that it first began to cause concern on the 2-litre model with the introduction of the re-designed and dropped front axle beam for the low-chassis cars. The cause of the judder is the winding up of the road springs under braking strain, and the subsequent spasmodic relaxing and grabbing of springs and brake operation as the car travels over a rough surface. The incidence and seriousness of the trouble is minimised if all steering and suspension parts are in good mechanical condition and state of adjustment. It is hoped in the next issue of the Magazine to commence a series of articles on general care and maintenance, when the measures to combat this axle judder will be apparent.

**Frost Precautions.** It may appear a little incongruous to raise this subject at the height of the so-called summer, but this will be the last magazine before the severe weather sets in. Five engines belonging to Club members were seriously damaged by frost last winter, causing great grief to their owners and a phenomenal consumption of valuable spares. All this can be avoided by proper care. Draining is strongly recommended as the best and only really safe answer to frost. Anti-freeze solutions are searching and destructive in these aged cooling systems, opening up weak spots and promoting corrosion of alloys; leakage may cause serious dilution and unexpected danger, and their use is therefore not to be recommended. Heating lamps are virtually useless in severe frost, even in a substantial garage, as Kenneth Stark has proved to his cost. Drain taps are variously placed at the bottom of the radiator,



in cylinder blocks and at the base of pipe bends where these fall below the radiator; owners should memorise the positions of taps on their particular cars and keep them free by poking through with wire. Of particular importance is the tap at the bottom of the water pump—if this is not cleared a well of water will remain which will freeze and trap the pump rotor, shearing the shaft or otherwise damaging the pump when the engine is started.

**Wiring Diagrams.** Sam Small provides additional wiring diagrams. Those now available for loan include the following: 11.9 h.p. 1925–26; 14/60 2-litre and 16/65 h.p. 1926–27; 2- and 3-litre 1928–29, 1929–30 and 1931–32; 16/80 Special Six 1932–34; 4½-litre M45 1934; 4½-litre M45 Rapide 1935; LG6 4½ litre 1938–39; V12 1938–39.

**Spares** continue in good supply. Of unusual interest are several pairs of Lucas P80 and P100 headlamps, and the complete seating, weather equipment and trim of an open M45 4½-litre car; this is in exceptional and almost new condition and would go far towards the restoration of an M45 or other open model.

**Trivia.** Arnold Young appears to have inspired motoring exiles in Malaya with a fanatical Lagondic enthusiasm. Symonds, home on leave from that place, buys James Crockers 16/80 and will eventually take this back with him; he already has a 1911 Daimler and an H.R.G. out there. Bambridge, also on leave from Malaya, takes over Martin-Harvey's saloon and this car is also to go abroad. Martin-Harvey himself buys an LG45—his fourth Lagonda since the war. With the co-operation of the R.A.F. a complete gearbox assembly is flown out to Roy Lake, commanding a transport squadron in Changi. And as a final piece of Malayan news Henry Stonor returns with a 2-litre gearbox in the boot of his Bentley for Jupe, now running the car previously and successively owned by Young, Symonds and Needham.

New member Allen Bedford, the owner of an LG45, looks back over nearly 60 years of motoring to his first car, a Benz, in 1898. This rich experience embraces the ownership of nearly 70 vehicles and a knowledge of many of the giants of the early days, and must be unique within the Club. Rexford-Welch has been deriving much pleasure from his 1907 Itala and it is hoped that this fine car, together with other interesting veterans belonging to members, will add colour to the A.G.M. next month. Forshaw's Bentley, rugged landmark at many Club meetings during the past five years, has been sold and he has been under fire for allowing it to go out of the country. Restoration of his 1904 Napier proceeds pitifully slowly, mainly because of the heavy demands made by the Club, but many members are anxious to help. Frederick Prince has brought powerful pressure to bear on Renolds to make up driving chains of a hopelessly obsolete pattern for the car,

whilst John Morrow is rebuilding the friction driven water pump, having cast and machined a new body of the original pattern.

Andre Kenny buys still another Lagonda—four at one and the same time must almost constitute a record. Gardners, the engine manufacturers, are reported to have three 4½-litre Lagondas fitted with Gardner diesel engines and giving splendid service, though this type of engine will not appeal to everyone's taste. It will be remembered, too, that the Vokes family have always had a small fleet of Lagondas, some of them appearing as mobile test beds for their filters.

Michael Cooke returns thankfully to the fold with another 2 litre. Shaun de Salis is up at Cambridge with the blown 2 litre, and the centre of a coterie of vintage enthusiasts. In Devonshire Michael Deakin acquires a 2-litre saloon as well as his supercharged car—both are with Michael Gaudin of South Brent for overhaul. Clifford Wearden is making an excellent job of restoring the 2-litre saloon formerly owned by Hearne and Harry Browell. Alan Mackie, formerly with the British Embassy in Warsaw, is now in Rangoon and speculating sadly on the possibilities of smuggling his 2-litre out in the diplomatic bag. Withers, with 4th R.T.R. in Germany, is in tyre trouble; Rickett, also in Germany but with XIIth Lancers, has the same problem and details of available 5.25 × 21 will be welcomed. Bags of gold tempt Bernard Bibby from the B.B.C. to Independent Television but the resulting whirl of activity means complete cessation of the work of restoring his 2 litre. Is there any capable and qualified member in the London area who would assist with this, by arrangement?

Submariner Campbell is the owner of an exceptional 3-litre and the cause of much dismay in this household when Acheron was reported missing some months ago. Happily all was well. Geoffrey Seaton completes his 3-litre engine overhaul and produces what is possibly the finest finished Lagonda unit ever seen; it is hard to believe that this car is in daily use—it is a monument to enthusiasm and sheer hard work. Pye arranges leave to coincide with the A.G.M. but his plans are likely to be foiled by inconsiderate R.A.F. exercises. Sam Small, also in the R.A.F., is busily rebuilding the 2 litre which was once the property of Tweedie Walker. Lagonda meetings are not the same without Tweedie and we shall hope to see his Bentley at the A.G.M. again. Ted Fuller is making great progress with his newly-acquired Rapier chassis, to which a proprietary fibre-glass body is being fitted.

News of members abroad continues to pour in. A card from Arthur Fisher in far-off Fiji reports that his 30/98 Vauxhall is the despair of the Governor and the terror of the local taxi drivers; Arthur's dynamic presence is much missed at vintage meetings here at home. In Papua Bill Boyle enquires into the



mysteries of the free-wheel behind his Rapide gearbox. Lyon is on leave from Central Africa and buys an M45 Rapide with open body—this car may be offered for sale before his return, if anyone is interested. Richardson is home from the Gold Coast and buys a 16/80. From Hong Kong comes Barrett, bringing his special bodied LG45, the first time the car has been in this country since 1937. Doug Price takes time off from Police testing of vehicles in Nigeria to say that the roads are awful and beer 2s. 6d. a bottle! He may find a kindred spirit in John Buchanan, who is bound for Nigeria and whose M45 is in consequence for sale.

Youth will be served—John Hough finds the handling of Mrs. Hough's Ford unlike that of the Lagonda and drifts it sharply into a lorry in the course of a little exuberant cornering; this causes distress to the Ford to the value of something over £200. His 2-litre Lagonda, on the other hand, goes straight from its daily labour to a trouble-free 2,000-mile tour of France and Italy, covering at one time 55 miles in an hour's driving. But there are casualties within our own ranks also—Donald Overy slides the Scarlet Woman into the back of a 10-ton lorry and alters her vital statistics; Paul Corrie-Jackson is engaged in a contretemps with his fine 16/80 and Degenhardt is another involved in a minor fracas. Altogether there appears to be a strong case for the revival of the Hedgers and Ditchers Club, once a popular feature of the 2-litre Register.

James Crocker parts with his 16/80 after nine years and buys Archbell's LG45 Rapide to cope, it is said, with his increasing girth. The 1935 Le Mans M45 owned so long by Douglas Hull has now been completely rebuilt and he has recently joined the Club; there is another of the Team cars in America and it is hoped that its owner also will soon be a member. The Competition Secretary's ex 3-litre, looking very handsome after a complete rebuild, was produced at the Southern Rally by Joe Whitmee. Colin Lyne finds his M45 saloon an expensive car for competitions and resorts to an Amilcar 6, which may yet prove an even greater problem. An enthusiastic new member with a two-seater 16/80, Peter Hills, drives home from a Silverstone race meeting with a suspected broken rocker but the subsequent inquest reveals a fractured connecting rod also—what is one little noise, more or less? Strachan has bad luck with the transmission of a newly-acquired LG45, and Bill Michael finds the E.N.V. 150 pre-selective gearbox scarcely equal to his engine under racing conditions; details of the whereabouts of any available G10 gearbox would be welcomed.

One of the recent monthly pub meets had a visitor from the frozen north in the shape of Colin Pape. We shall hope to see him, and other hardy perennial Yorkshiremen Henry Coates and Geoff Hibbert, at the A.G.M. George Collins leaves the Navy after

an incredible number of years and is now at Harwell—mainly, it is said, so that he can be near the centre of things Lagonda, and no man more welcome. He celebrates this pleasing state of affairs by winning his class in the Southern Rally with the 2-litre which has served him faithfully for nearly 20 years. In Wales Nigel Smith commissions an overhaul of his 3 litre, and Graham Brown is engrossed in the expensive mystery of the rear axle of his rare Edwardian Zust. Charles Long plans a new type holiday—ten days at a French university studying (he says) French literature. Genial Bill Hartop, custodian of the photograph album, adds to his stable one of the massive 14/60 saloons, now christened Sitting Bull. Robert Pinkerton covers a thrifty 20,000 miles with a Morris Minor Traveller's Car whilst his 3 litre has been undergoing a protracted engine overhaul. The fickle Lily, once Tortoise's kept woman, has now enslaved John Foulsham, transporting him 35,000 miles and completely stranding him with painful regularity at 10,000-mile intervals. Martin Hutchinson's Lucia recovers her oil pressure by the simple process of cleaning the filters. The enthusiastic band of Lagonda owners in the Broadstairs area is strengthened by the arrival of Roger Kirkpatrick. From the same district Ian Maconachie reports capital results from the use of the Rolls-Royce formula on the choked radiator of his beautiful LG45.

In Manchester Michael Scott is wrestling with the vagaries of his first 2 litre and would doubtless welcome the support of our stalwarts there. Ferguson seeks a Workshop Manual for his V12—these things must have existed in the factory and indeed we should be most grateful to have access to such books for any model. Gordon Rider threatens to part with his LG45 in favour of a Rapier, if a good example is forthcoming. Kent Lemon reports first-class results from the XK120 Jaguar gearbox now fitted in his 16/80—the car may be at the A.G.M. in the hands of his son, but he himself will be in Canada at the time. Raine would like to inaugurate a competition for speedy removal of the sparking plugs on the offside of the 4½-litre engine. David Drew seeks approval to produce his partially overhauled 2 litre in chassis form at the A.G.M.—he was recently distraught to see his original car travelling strongly on the Bath road and to be unable to stop her present owner. Desmond Mahoney sells his 2 litre but is lost without it and now contemplates the purchase of a bigger Lagonda. George Dean and Hall have strong leanings towards the LG45 Rapide, but there are not enough of these cars to go round.

And here this family small talk must cease. But not without warmest congratulations to Jane and John Ayre, expecting a young Gondolier in the New Year; and to Rosemary and Ron Lovell on their recent marriage—they had a Lagondic honeymoon in the M45 tourer. And this does not mean that he spent his honeymoon working on the car.



## NOVEMBER HANDICAP

At the time of going to press only 12 provisional entries had been received by the organisers—have you sent in yours yet? The event can only be run if a reasonable Lagonda entry is received.

The brief details are as follows:—

*Date:* 17–18 November, 1956.

*Start Time:* Approx. 8 p.m.

*Start Points:* By Telegram from points up to 50 miles away from Brimpton Grange Hotel. Map Ref. 651036 on Map Sheet 158—6 Miles East of Oxford on A40.

*Night Trial:* Approx. 250 miles in a series of 3 or 4 sections each centred on Brimpton Grange. Marking will be such that mistakes on one section will not necessarily force a competitor to retire.

*Driving Test:* A series of tests will be held on the Sunday Morning.

*Entry Fee:* 25s. per car.

*Eligibility:* Lagonda Club members driving Lagonda cars, and A.C.O.C., Alvis C.C., Aston Martin O.C., Bentley D.C., Lancia D.C., V.S.C.C. members driving appropriate cars.

If you are unfortunate in not running a Lagonda car, why not offer to marshal?

Provisional Entries may be sent to

J. M. Bosworth,  
31 Cadogan Square,  
London, S.W.1.

## CLUB CALENDER

**Sunday, 16th September:** Alvis-Lagonda Meeting.

**Thursday, 20th September:** Pub Meets "Coach & Horses", Avery Row, W.1, and "Sun Inn", Colton, Nr. Tadcaster, Yorks.

**Sunday, 23rd September:** A.G.M. and Concours d'Elegance.

**Tuesday, 25th September:** Pub Meet "Red Lion", Holme-on-Spalding-Moor, E. Yorks.

**Saturday, 13th October:** 8 Clubs Eastbourne Rally.

**Thursday, 18th October:** Pub Meets "Coach & Horses" and "Sun Inn".

**Tuesday, 30th October:** Pub Meet "Red Lion".

**Thursday, 15th November:** Pub Meets "Coach & Horses" and "Sun Inn".

**Saturday/Sunday, 17th and 18th November:** November Rally.

**Tuesday, 27th November:** Pub Meet "Red Lion".

**Friday, 14th December:** Prize-giving and Party.

**Thursday, 20th December:** Pub Meets "Coach & Horses" and "Sun Inn".

**Tuesday, 25th December:** Christmas Day.

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**4½-Litre Tourer**, M45, 1933 Series, Black, in absolutely first class condition. £350 o.n.o. Hill-Smith, Hellas Cross, Little Hallingbury, Bishops Stortford, Herts. Tel.: Sawbridgeworth 3242.

**4½-Litre M45 Rapide Tourer 1935**. Body and mechanism in excellent condition. For sale December for approximately £250 when owner goes overseas. Anyone interested contact as soon as possible. Lyon, Briersfield, Coombe Road, Dartmouth, Devon.

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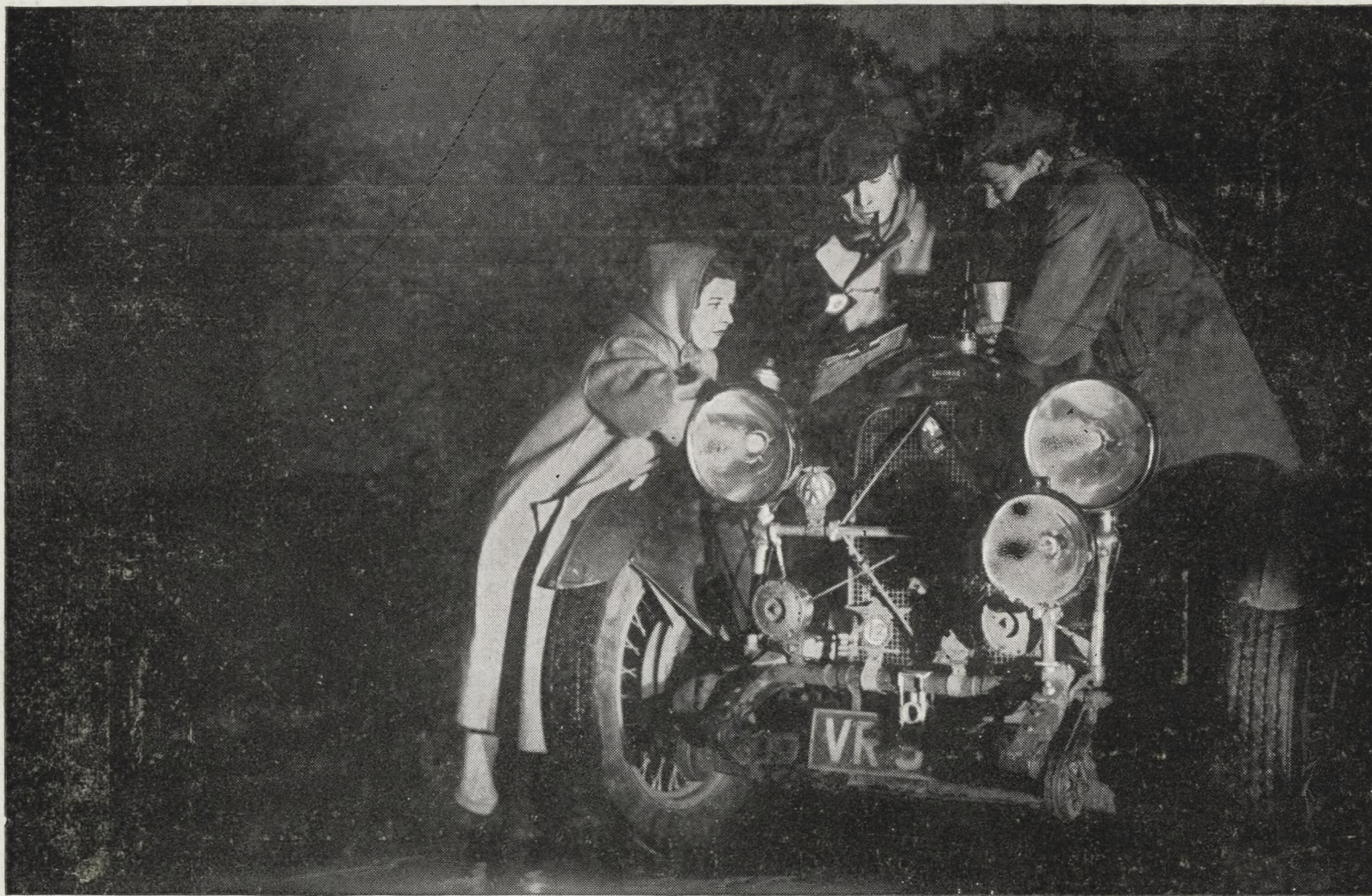
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