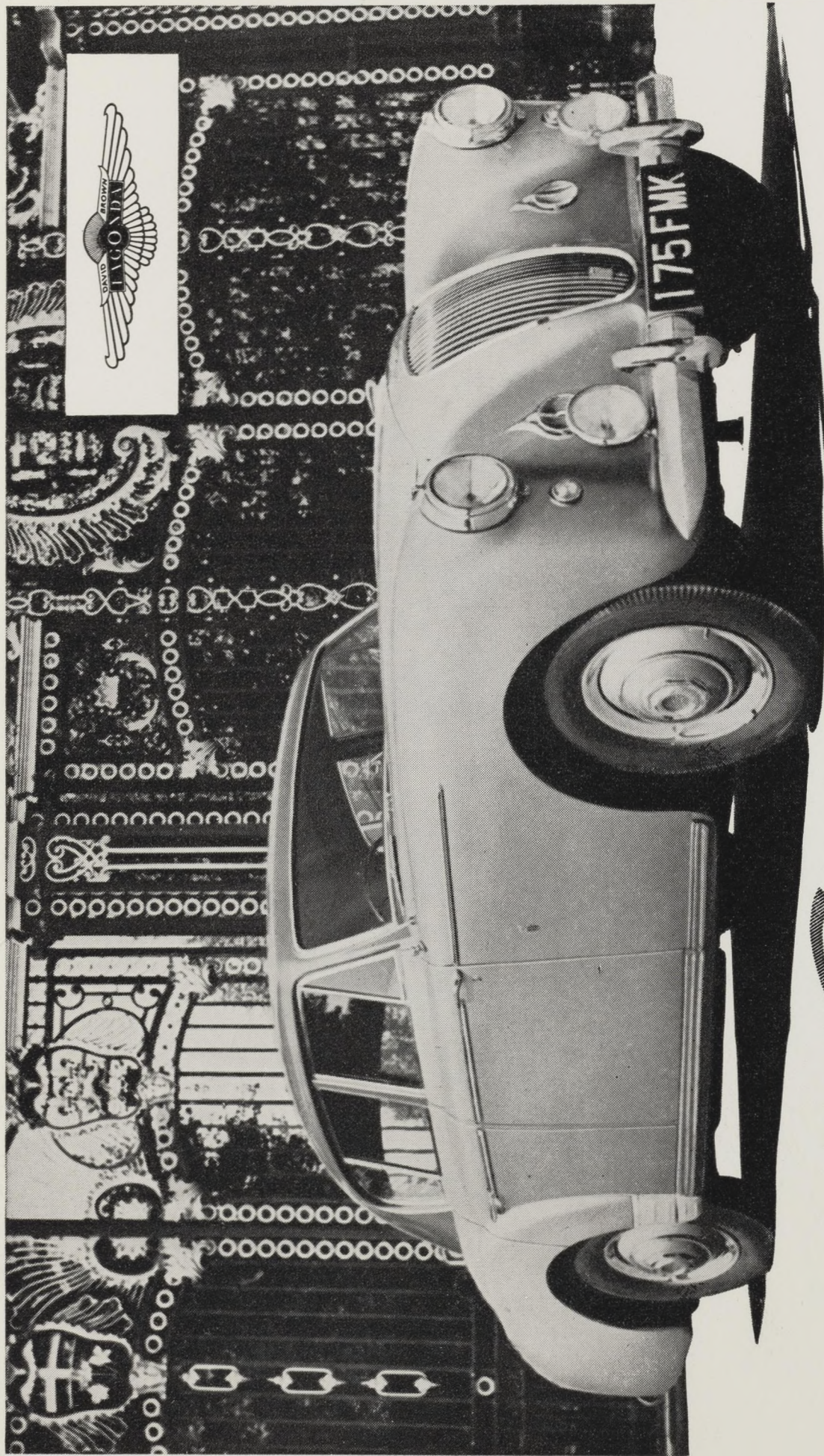


No. 22

Christmas 1956





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The Quarterly Magazine of the Lagonda Club

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EDITORIAL

OF COURSE, things never quite turn out as expected. Even Lagondas occasionally exhibit a tendency to go their own way. People too—and even chaps—can be a bit disappointing. Some fellows in particular seem to lack just that little something which could bring them up to scratch. At its worst it amounts to a form of “ganging up” on a victim with an insidious campaign of blandishments designed to make him feel rather indispensable to the success of the venture—be it adventurous, artistic, commercial, political, or editing a magazine.

Ultimately the day comes when the wedge is given the first tap, possibly in the form of a request for a little friendly help in a purely advisory capacity. This may be followed by a disarming admission that all the gang is woefully ignorant of the technical processes involved, put over in a form calculated to bring out the best in a chap. Very humbly they suggest that *they* should do all the hard donkey work so that the dupe has only to put it together for them just once so that they can learn how it's done and do it themselves next time.

Well, this is next time . . . and this Charlie is still stuck with the job. The other Charlie who ostensibly does the money-minding when permitted by domestic circumstances, is rocking and rolling with rage at the cost of the last issue; and one way or another, things seem to be more or less like they used to be, except for the Chairman's anecdotes, and you can't have it all ways, or if you can, please send S.A.E. with full particulars to the Technical Adviser. The usual prizes are offered in the form of verbal congratulations, heartiest good wishes for Christmas, and a speedy recovery in the New Year.

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THE COVER PICTURE

Maurice Leo in his blown Two-litre at the V.S.C.C., Prescott.

THE LAGONDA CLUB

NEWS

which incorporates The Lagonda Car Club and The Lagonda 2-litre Register, aims to bring together owners of these fine cars for the exchange of knowledge and technical information, to provide help, and to organise social and sporting meetings.

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9, Southampton Place, London, W.C.1

FOLLOWING the requests at the A.G.M. it is hoped to produce a list of members during the coming year. It is intended to include members' cars as well, so that this can form the basis of a Register which we hope to publish some time. Of course, unless members return particulars of their cars, the whole thing will fall down.

By now you should have received a new register card. If you have not, chase Charles Elphinstone as he is dealing with this at the same time as the subscriptions. (Could do with a bit more than chasing!—Ed.)

THE PRIZE-GIVING and Party is but a few days off, and Mike Wilby hopes to see at least all those people who have awards to collect, otherwise he will have the job of packing and sending them off! This is a good evening, with a much improved buffet this year.

The Prize-giving and Party is one of our more social functions and is held this year on FRIDAY, 14TH DECEMBER, at THE BONNINGTON HOTEL, SOUTHAMPTON ROW, W.C.2, from 7.30 p.m. onwards. This year the buffet has been improved and will also include plates of cold meat, etc. With all Lagonda functions, of course, there is a bar, and in the intervals between eating and drinking, there will be a film show consisting of "shots" taken at many Club events this year, and some of the latest professional releases on motor sport, complete with sound.

In between all this will be sandwiched the prize-giving of this year's awards, and even if you haven't anything to come, it is nice to see what you can win when you enter next year.

All members and their guests will be made very welcome, and tickets at 10s. 6d. single, 20s. double, are obtainable from R. FREEMAN-WRIGHT, KODAK HOUSE, KINGSWAY, W.C.2.

THE FOLLOWING NOTE comes from our Chairman: When sending The Duke of Edinburgh's copy of the Autumn issue of the magazine I made the comment that I hoped his Lagonda was working well since I had noticed that he used a Hillman Minx in Scotland.

I quote below from the reply received from his Controller, Lieut.-General Sir Frederick Browning:

"The reason why His Royal Highness was driving a Hillman Minx in Scotland recently was the fact that the Lagonda has already been shipped to Australia, as the car will be used during the forthcoming Australian Tour when His Royal Highness opens the Olympic Games".

WHAT ABOUT a Club visit to the Lagonda Works? If interested members write to the Chairman, he may perhaps be able to arrange something. Could be quite an interesting party if it finishes in time.

ANNOUNCEMENTS and REPORTS

TWO COMMITTEE MEN were observed inspecting the new Berkeley outside "The Steering Wheel" and they were surprised to find that they could lift it single-handed without much effort. They then tried the same treatment on the LG 45, and have been using Sloan's ever since.

HARRY WAREHAM had the nerve to take his M.45R into a M.G. Car Club Concours, and he won! Only fair to add that it was worked on an age/weight formula!

HENRY COATES finds farming useful, as he recently did a good deal by trading a Mark I reaper and binder for a vast 16/80 saloon. He finds Loy holds the latter together very well.

RON NEWMAN at last ruins a big end on his 3-litre and blames dirty oil! He looks blank when you mention Silverstone laps in 1.37!

MAURICE LEO has taken us to task for lowering the tone of Gregories Road Garage by reporting in the last issue that he had a sack-full of door and bonnet fittings. This was due to overhasty reporting and we tender Mr. Leo our apologies for the error. The fittings are actually kept, of course, in the dustbin.

SENSATION—The matter of fact arrival of Peter Whitman at the A.G.M. in his 2-litre with two car-

buretters perched ON the cylinder head and feeding THROUGH it. There's a quiet one for you—!

ARTHUR FOX of Fox & Nicholls, who ran the pre-war Lagonda Team in racing events, has been approached by Bill Michael for his reminiscences. These were not received in time for inclusion in this issue, but together with some magnificent photographs will be published in No. 23.

STILL WANTED—by Editor, spare copy of No. 12, please.

Due in part to the eruption of the Hon. Treasurer, the size of type used in this magazine has been reduced, with a consequent saving in cost. As some material had already been set to the old larger size before the Hon. Treasurer's upheaval, this issue has an unavoidable patchy appearance.

If, as a consequence, any member should consider complaining about eye-strain, would he—or even she—first complain to Mr. Boddy of "Motor Sport," who surely deserves it more than we do.

The Hon. Treasurer's taking quite a pasting this issue, isn't he? Some people get all the knocks!

CLOSING DATE for receiving material for the next issue will be Thursday, 28th February, 1957.

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NOTES OF THE POSSIBLE EXISTENCE OF MACHINE-WORSHIP IN THE SECOND MILLENIUM

By Professor B. ELGWIN JONES,

Sometime Reader in Mechanical Archeology at the University of Staines

PART I

It is difficult for students in our more enlightened days to enter into the neurosis-ridden minds of our ancestors of the 19th-23rd centuries, but I must ask you to attempt that task.

My recent discoveries at Hay Wood Tump, Warwickshire, have brought to light vital new evidence which, I am confident, will shed considerable light on certain previously unexplained phenomena of those distant times. From this evidence I have been able to construct a watertight theory which will revolutionise archeological thinking on the subject.

Students of archeology will all, no doubt, be familiar with the work of my colleague, Prof. Phipps (1). The Professor it was who, some 38 years ago, first began excavations at Hay Wood Tump, and who put forward the theory, ingenious, but, as I will set out to prove, untenable, that the large and complex piece of machinery then disinterred was, in fact, a kind of oven, fed by liquid fuel and used for the baking of ceremonial cakes or wafers. He was led into this error by the presence of six cylindrical depressions, bearing thick carbon deposits and obviously having been subjected to very high temperatures, whose precise function has, I must confess, thus far eluded me.

Such has, to the present time, been the generally accepted theory. I am, however, for the first time, now able positively and incontrovertably to refute this.

Certain miscellaneous objects which I have found on the site near the Lagonda Baking Oven (sic!) appear to have formed part of

the original structure. These, when assembled prove it to have been in actual fact, some rudimentary kind of *self-propelled CARRIAGE*! The weight and clumsiness of the structure would seem to rule out the possibility of flight and we must therefore suppose it to have been a form of land-vehicle.

One's imagination does, if I might venture to use a colloquialism, boggle at this concept, but documents (2) which I have uncovered in the detritus or rubble near the site form irrefutable evidence of this. (Students will find this theory set out at greater length in a short work of mine entitled "*Allgemeine Mechanische Gesprächbuchlein*" in 9 vols., price 3 gns., which I venture to suggest, they will find both monumental and authoritative.)

My researches were first directed to the possibility of motion by a closer study of the front (back?) of the so-called Lagonda Baking Oven, where my attention was drawn to the winged crest (obviously a symbol of flight or motion) and to the very name "*Lagonda*", clearly, if I might venture into the field of philology, a corruption of the Latin "*lagopus, legopodis*"—a bird with hairy feet (3).

PART II

Having established then, that the object which Phipps, with laughable naivete, would have us believe a baking oven, is in fact a *rudimentary form of land-machine* (4), I now propose to bring forward further evidence to prove that 20th century man actually worshipped such objects (for we must not suppose the Hay Wood Lagonda to have

been an unique manifestation—there may well have been others, lost in some cataclysmic catastrophe).

My researches into the small amount of literature of the period still extant would seem to indicate that life was sordid and materialistic in the extreme. Man, earth-bound as he then was, lived a largely urban life (5), crowded ant-like, in congested cities, dedicated to and largely controlled by the machines which he fondly imagined he had created to extend his own leisure. A large proportion of his working hours and all his spare time would appear to have been devoted to their service and maintenance, and, indeed, so complex does the machinery appear to have been (6) that the carriages were probably only "road-worthy" for comparatively short periods in between long spells of maintenance work (c.f. a book of memoirs of the period "Why I left my Husband", by Mrs. T. H. Wareham).

Now, even to modern eyes the Lagonda does appear to be of considerable aesthetic value, and, man's instinct to worship being, as it is, fundamental, it need cause us no astonishment to learn that 20th century man actually venerated these land-machines and housed them in shrines or temples, which he called "garages". I have collected evidence which proves beyond all reasonable doubt that groups of men, yes, and women, gathered together at prayer meetings to worship this and other *Lagondas*, in an exclusive sect called the LAGONDA CLUB.

"Crocodilon adorat

Pars haec, illa pavet saturam serpentibus
Ibin;

Effigies sacri hic nitet aurea cercopithecii:
hic piscem fluminis, illic

Oppida tota Lagondam venerantur". (7)

What secret rites were performed at these gatherings? Good taste and the requirements of the State Censor preclude any attempt at answering that question, but those students who wish to carry out further researches into this fascinating aspect of Machine-worship in the Second Millenium would do well to consult a little pamphlet of

mine entitled "Quelques Reflexions sur l'Eroticisme parmi la Secte des Lagondaphiles au 20 ieme siecle", copiously illustrated, price frs. 750 (8) a publication which I venture in all due modesty to suggest, they will find equally stimulating, salacious and pornographic. On that note of surmise, then, I will conclude, with the hope that students will have been encouraged to carry out further researches of their own into this largely unexplored field.

(1) "The Lagonda Baking Oven", by Professor Xerxes Phipps, with some suggested recipes by Brunnhilda Edwards.

(2) "Archives of the Society of Mechanical Archeology". Vol. XXXVII, ff. 278 et seq.

(3) Prof. Pant's "Semantics for the Simple-minded", Chap. 2 q.v.

(4) Archives of the Society of Mechanical Archeology, Vol. LXIV.

(5) Its very ugliness began to seem attractive to him and the sordid life of the great metropolis inspired contemporary poets: e.g.,

Baudelaire: "Fourmillante cité, cité
pleine de rêves,
Où le spectre en plein
jour raccroche le pas-
sant".

T. S. Eliot: "Along the trampled edges
of the street,
I am aware of the damp
souls of housemaids
Sprouting despondently at
area gates,
Reeking of cabbage-
water . . ."

(6) Archives of the Society of Mechanical Archeology, Vol. II, Plate 6.

(7) "Some adore the crocodile, others hold in awe the ibis, gorged with snakes: here shines the golden image of the sacred long-tailed monkey; here a river-fish, there a Lagonda is revered by whole cities". Juvenal.

(8) See also: "Why my wife left me", by T. H. Wareman.—(Ed.)



THE INSTITUTE OF ADVANCED MOTORISTS

No doubt members have been following with interest the notices in the press on the Institute of Advanced Motorists. They have probably been wondering how successful the Institute's policy of encouraging a better standard of driving will be, how hard the test is which is run by the Institute and what benefits they themselves will get if they join the organisation. The writer set out to try and find the answers to these questions and was given most courteous assistance by the Institute's Secretary, Mr. A. B. Valentine, C.B.

The Institute is a non-profit making organisation. Its Chairman is the Rt. Hon. Lord Sempill, A.F.C., and the members of the Council of Management, as it is called, are Mr. Gresham Cooke, M.P., and a Director of Rootes, Mr. George Darling, M.P., Mr. S. S. Davies, Captain G. E. T. Eyston, Mr. Dudley Noble, Mr. S. C. H. Roberts, and Miss D. McCann, Directors of the British School of Motoring, Mr. Munday, the Hon. Treasurer, who is a Stockbroker, Vice Admiral Hughes-Hallett, and Captain E. W. Short, both Members of Parliament, and Mr. J. A. V. Watson, a Director of Wakefields.

The Institute in its booklet reminds us that "Road accidents do not JUST HAPPEN . . . they are CAUSED. And a basic cause is human error". The object of the Institute is to improve the standard of driving and the promotion of road safety. It considers "advanced driving" to be "an extremely high standard of driving comparable in many respects with that set by the police all over the country in the training of their motorised patrols. An advanced driver will always be a safe driver because of his or her aptitude for concentration, a constant care and never failing courtesy to other road-users, and intelligent anticipation and observation. Coupled with this is an enthusiasm and a technical skill in handling a motor vehicle under all conditions".

What in practice is expected of a driver? Here again the Institute's booklet gives a fair idea. He is expected to brake and accelerate smoothly, to use but not overuse his gears in good and at the appropriate time. The position of the hands on the wheel should be "ten or two" or "quarter to three". Elbows resting on the door are frowned on, crossing of hands is taboo. On the road there must be evidence of

keen observation and intelligent anticipation; corners should be taken on the "right line", in the right gear and at the right speed. Use of the driving mirror is expected and the correct signals should be given, when necessary, in good time. The car should be correctly stationed when following or when about to overtake another vehicle. The candidate is expected to have "Car Sympathy" that is, the ability to get the best out of their vehicles smoothly and with an entire absence of jerks, vibration and excessive noise.

At the present time, the Institute is conducting tests at London, Edinburgh, Bristol, Birmingham, Manchester, Liverpool, Leeds and Newcastle, and it intends to extend the facilities to Cardiff and Glasgow. In the London area the Institute will in a few months time have a skidpan at its disposal.

The Institute can put members in touch with insurance brokers who are prepared subject to the receipt of a satisfactory proposal form to offer special terms. It is hoped that these terms will apply to Lagonda owners. It is understood that the insurers are not prepared to quote terms for all Lagondas, but that each one will be treated on its merits as and when the owner becomes a member of the Institute. Of course, if an overall premium was quoted, it would probably be higher than that offered to individuals, for in the former case the insurers would when fixing the premiums have to take into account indifferent vehicles and drivers as well as the good ones.

It was with some trepidation that I set out on an overcast "summer's" day in the LG45 Rapide to take the test, for who *likes* examinations? I came under the gaze of the watchful and experienced eye of Mr. Wellington, one of the Institute's Senior Examiners who spent 26½ years at the Metropolitan Police Driving School at Hendon. Here was someone anyway who knew his stuff. Before we set off from the Institute's premises in Harrington Road I was told that I would be driving for about 1 hour 40 minutes, that I was expected to drive in a normal manner and to treat the examiner as a friend who was being taken out for an afternoon spin. I was asked one or two general questions about motoring, including the precautions I would take before borrowing a strange car.

Off we went. I soon felt at ease with my passenger who set quietly, gave his directions clearly and in good time and who did *not*, as I had feared he might, make notes every time I turned the wheel or changed gear. (Cf. aptitude tests by Service trick cyclists!)

We made our way by back streets, including a number of those minor and potentially dangerous cross roads which are such a trap to the unwary, in the direction of Putney. The first "evolution" was to stop on a steep slope, release the handbrake and hold the car stationary using the engine only. We then headed out of London and on the way I was asked to give a running commentary whilst driving. This sounds easy enough but a little practice might help the candidate. I have no idea what *exactly* the driver is meant to say; I imagine that this part, like the whole of the test, is treated in a common sense manner and that you are expected to say enough to demonstrate your reactions and powers of anticipation.

We eventually reached a de-restricted stretch of dual carriageway. Traffic was thin, the purpose of this type of road is to speed along the road user, so advantage was taken of the conditions to "press on." However else the test is passed, it is not surmounted by dribbling along at 15 m.p.h. with the nearside wheel in the gutter. After this fast stretch we turned to some examples of straight but restricted road where the "blow you Jack I'm fire-proof" type of driver is prone to indulge in his favourite tactics, weaving in and out of traffic with regard solely to his own progress, adopting more frequently than not the continental rule of the road.

Our route then lead us along a country road, both de-restricted and restricted, and it was on one of these quiet minor roads that a second manoeuvre was required of me. I had to reverse round a corner into a private road and through a gateway. This presented no difficulty and the driver could inspect the layout beforehand if he wished.

On we went through country town and village finally working our way round and back into London proper.

The test included, as far as was possible in the time available, a fair selection of traffic and road conditions. Apart from the two tests mentioned above, the remainder of the examination consisted of "just driving". I have been asked if a candidate can prepare himself in any way. It seems to me that all he can do is to practice what the Institute preaches. If he has not already got it, he might usefully acquire "Road Craft", which is based on the Metropolitan Police Driving School's handbook.

I asked Mr. Wellington what the commonest faults were. In his opinion these were failing to use the gears to advantage, poor steering—swinging out on left hand corners, cutting in on right, following too

close behind other vehicles, incorrect approach to bends and unnecessary signals. Drivers who "climb up the steering wheel", i.e., cross their hands, are faulted. Mr. Wellington reckoned that only about 50 per cent. of the candidates were passing the test. Every endeavour is being made to maintain a high standard so that membership can be considered an achievement.

The idea behind the Institute is a sound one and deserves our support. I hope members will take the test and demonstrate once and for all that owners of our type of car take a pride in their driving and are amongst the safest road users.

The fee for the test is £2 2s. annual subscription 10s. The Institute's address is:—

The Institute of Advanced Motorists Ltd.,
21 Harrington Road,
London, S.W.7.

The booklet I have referred to contains the application form for the test.

I can hear some members muttering "The man's hedging—did he pass?" You are told at the end of the test if you have failed otherwise you are "recommended". Final decision rests with a Committee of the Institute. I got a "recommend" and keep my fingers crossed.

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THE 3 1/2 LITRE

Original Announcement from "The Motor."

A new Lagonda introduction is a 3½-litre six-cylinder car, the engine of which is also shown by an illustration in the supplement. This model supplements the well-known three-litre Lagonda, and in general layout the chassis follows closely the lines of the new Rapide model. The engine, on the other hand, has been directly evolved from the three-litre power unit.

The new 3½-litre chassis, as already mentioned, follows closely the design of the Rapide model, in respect of general layout, braking, steering and transmission, and the wheelbases are identical. It is not, however, fitted with a free-wheel, and plain Andre shock absorbers are used without Tele-control. The Jackall system is also omitted.

The engine, on the other hand, is similar to the three-litre unit, but has a larger bore, the cylinder dimensions being actually 80 m.m. by 120 m.m. and the capacity 3,619.12 c.c. It is fitted with two S.U. carburettors and push-rod operated overhead valves. A water pump and magneto are driven by a transverse shaft at the forward end, and the crankshaft turns in seven main bearings.

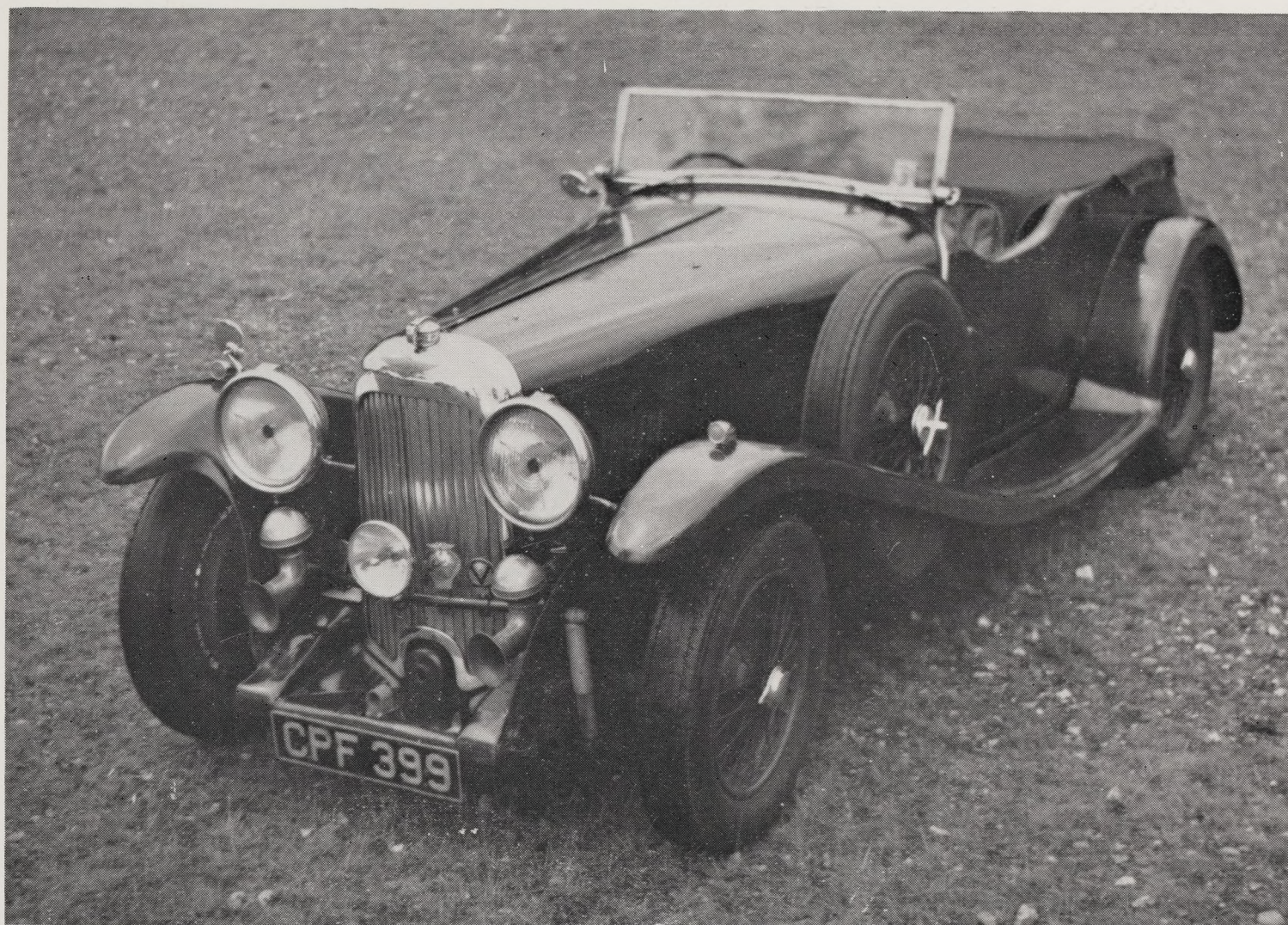
A feature of the performance is that a high power output is developed at quite a moderate revolution speed. This amounts to 88 b.h.p. at 3,000 r.p.m., and the peak output is reached at about 3,600 r.p.m. Consequently, a good performance is obtained without the fussiness so often associated with high engine speeds.

Owner's Experience *by GEORGE SANDERS—whose car is pictured on the right*

I FIND myself at a considerable disadvantage in trying to write an article on the 3½-litre Lagonda for two reasons. Firstly, I sold mine in May, 1954, and, trying to be a decent type, I passed on to the new owner my complete file of data, correspondence, technical details, etc. Secondly, my current occupation forces me to lead a somewhat nomadic life so that I am not quite sure where I have left the few records I may still possess. This article must, therefore, be concerned mainly with memories and impressions rather than with technical facts. Perhaps Mr. Editor can remedy this deficiency by laying his hands on a copy of the original Autocar Road Test which, I think, appeared in November, 1935. I believe Lagondas only made the 3½-litre (actually 3619 c.c.) for one year. At any rate, all the models I have come across are 1935. I have always imagined that this model fell between two stools. At that time it was probably too large and expensive for most people to run and, for the wealthy, the 4½-litre was a better buy. Be that as it may, it was a car of very considerable charm and noble appearance. Mine was the 4-seater touring version, and, with hood neatly stowed in the well, she had most graceful lines.

I bought her in August, 1950, in Halifax. Wandering round a dealer's, I fell in love with her at first sight. She was far too expensive for me but an astute salesman spent all afternoon talking me into buying her. I knew nothing about Lagondas but she seemed sound in wind and limb. I used her for business, pleasure, competition and even caravan touring for nearly four years and found her a wonderful all-rounder with a reasonable but not startling performance.

The 3½-litre is powered by a straight six Lagonda-made engine not unlike the 3-litre. The block, cylinder head and valve cover form an externally clean and pleasing unit although, to achieve this, the inlet manifold inside the head is rather horrid with sharp corners to each cylinder and "cul-de-sacs" at the ends where the core was held in casting. Two S.U. carburettors bolt straight onto the near side of the head whilst two three-branch exhaust manifolds bolt to the offside and join up to two pipes via two beastly olive and union connectors that do not work. The overhead valves are vertical and the plugs screw in horizontally into separate chambers connected to the head by surprisingly small holes.



The pistons are flat topped and give a compression ratio of about 5.5 to 1. Altogether, these are not features that would lead one to expect high performance but reliability, docility and long life must have been high in the designer's priorities and were certainly achieved.

Other engine accessories are Scintilla magneto, twin electric S.U. fuel pumps, suction oil filter of gauze and autoklean delivery oil filter operated from the accelerator linkage. The latter is an unsatisfactory feature because accelerator "feel" varies according to the position of the autoklean ratchet.

Drive passes from clutch via a short cardon shaft carrying a clutch stop to a massive gear-box with right-hand change. The ratios are just right and the change delightful except when water or oil on the clutch stop varies its characteristics. The box contains a constant mesh double helical third gear with which one has to be rather careful. The gear shift yoke moves one gear wheel along the splined lay shaft and the other moves by virtue of being double helical. Unfortunately, the latter carries the engaging dogs so that the entire side thrust of a bad change is taken by the teeth. I know—I made a very expensive change once. The back axle ratio is such as to give 24 m.p.h. per 1,000 revs. so loping along at

60 m.p.h. means a nice comfortable burbling 2,500 r.p.m. Autocar road test top speed (tourer) was 84 m.p.h.

Driving position is absolutely right with flat floor, low seat, centre accelerator, fly off hand brake on the right and steering column right in one's lap. Bodywork and fittings show all the neat features that appeared on contemporary Lagondas such as clips for jack and starting handle, tool roll let into the side near the passenger's left knee and even the clip for insurance certificate under the driving seat. I made several modifications to mine which improved her quite a bit. Some previous owner had changed the front Hartfords for Newton telescopes but had mounted them badly. I designed and made up much stouter brackets which had to protrude through the wings and arranged a bar right across the tops of the brackets for rigidity. At the same time this bar was made to carry a flame-thrower and badges. The spare wheel was originally mounted on the back fixed to the lid of the boot. This weight taken on the hinges and locks was a constant source of rattles and trouble so I finally moved the wheel to the near-side front wing and carried it on a bracket bolted direct to the chassis. Anyone copying this is advised not to bolt it to the cast aluminium bulkhead which

is likely to crack under the strain. This alteration meant that the back could be tidied up quite a lot by throwing away the old off-side square number plate and making up a neater central one placed roughly where the spare wheel had been. Twin rear lights completed the job. Later, when I bought a caravan, further work at the back to fit a tow bar also strengthened up the tail end quite a lot. Furthermore, I managed to make a towing hitch which, under normal circumstances, could not be seen. The lid of the boot had to be removed to tow.

I also altered the radiator louvre operation. The original thermostatic arrangement never worked very well so I rigged up a bowden cable operation which was highly satisfactory. One could keep the louvres firmly shut until quickly up to temperature and then open them. Furthermore, when one stopped one could immediately close the louvres to bottle up the heat.

A Burgess silencer with a 2 in. tail pipe was another worth-while modification; I think it improved the performance slightly and it certainly made the exhaust note more majestic.

As for performance, I did manage several times to achieve the alleged top speed of 84 and tests on the speedometer showed it was accurate. Once in the 1954 Pomeroy Trophy rally I put in 54 miles in the one-hour test at Silverstone (best lap time 1 minute 41 seconds—57.3 m.p.h.) whilst at the same time removing a horrible quantity of tyre tread. This was the only time I raced her (although this event is not a race but you know what I mean). The acceleration I always found adequate to hold up my end in driving tests but never of the kick-in-the-back variety. Petrol consumption varied, as it always does, with use. I reckoned 19 m.p.g. overall. With a test tank fitted during rather slow motoring, I got 23 m.p.g. whilst, on the aforementioned Pomeroy rally, my checked consumption worked out at 16.6 m.p.g. (including the one-hour blind). The brakes worked all right but required very considerable pedal pressure to achieve anything worth while.

In rallies I found the 3½-litre a satisfactory car provided the event involved no mountaineering or mud plugging. Once, in that famed Lagonda 24 of 1952, I got the car embedded in a ditch on the top of a Welsh moor at 2 a.m. on a Sunday morning. My navigator and I got her out eventually but it took four hours. If Arthur Fisher reads this, I hope he is arranging the Targa Fiji on better roads.

In driving tests, she was rather cumbersome but made up for it with excellent visibility so that most tests could be completed in reasonable time. I must relate the story of one driving test because it gives an interesting angle on the difference between a thoroughbred of the 30's and the modern car. I entered the Lagonda for the 1951 Lakeland 300 Rally, an event which attracted an entry of over 100 cars—nearly all moderns such as XK120's, M.G.T.D's, Vanguards, Allards, etc. One test was held near the top of Bwlch-y-Groes and consisted of a dead engine free wheel down a steep incline

containing two bends stopping astride a finishing line. The Lagonda returned best time at 15 seconds when all other competitors registered between 17 and 20 seconds. When her 34 cwt. is released on a slope, she moves very rapidly. I was sad to see the Lagonda go eventually but I had decided that I wanted to try real vintage motoring in a car that I could race without needing a new set of tyres every race. It is significant, however, that since the Lagonda went my small collection of trophies has not grown by even a plaque.

It would be difficult to find such a good all-rounder as the 3½-litre Lagonda. It is a car whose appearance brings hotel head porters running to hold the door, whose thirst and reliability are such as to keep running costs reasonable, whose ability to join in the odd competition without ill effect is reassuring and in which one can set off on a 300 mile drive with pleasure and confidence in one's ability to keep a high average speed.

GEORGE SANDERS.

ROAD TEST

3½-LITRE LAGONDA FOUR-SEATER TOURER DATA FOR THE DRIVER

23.82 h.p., six cylinders, 80 × 120 mm. (3,619 c.c.)

Tax £24 (1935, £18).

Tyres: 19 × 6.00in. on knock-off wire wheels.

Engine rear axle gear ratios	Acceleration from steady speed			Timed speed over ¼ mile
	10 to 20 m.p.h.	20 to 30 m.p.h.	30 to 50 m.p.h.	
11.49 to 1	—	—	—	
7.35 to 1	5⅓ sec.	6⅓ sec.	—	
4.75 to 1	9 sec.	10⅓ sec.	11⅓ sec.	
3.6 to 1	11 sec.	13⅓ sec.	15 sec.	83.72 m.p.h.

**Acceleration from rest through the gears to 50 m.p.h.,
17⅓ sec.**

**Acceleration from rest through the gears to 60 m.p.h.,
27⅓ sec.**

**Speed up Brooklands Test Hill from rest (1 to 5
average gradient), 19.37 m.p.h. (on first gear).**

**Acceleration up 15 yards of 1 in 5 gradient from rest,
4⅔ sec.**

Turning circle: 41ft.

Tank capacity 20 gallons, fuel consumption 18 m.p.g.

**12-volt lighting set cuts in at 20 m.p.h.; automatic
voltage control.**

Weight: 32 cwt.

Price, with four-seater tourer body, £695.

*(Chassis described in "The Autocar" of September
21st, 1934)*

*New Model With a Very Good Performance
Which is Also Quiet and Extremely Com-
fortable*

THREE and a half litres as an engine size is extremely useful for performance, yet not wasteful in running costs. This particular capacity has been becoming quite a cult in the last year or so, and it happens that the cars thus specially designated are individual types, a select band of worth-while machines.

The Lagonda is a newcomer in this category. In its chassis, and in the body, too, it is similar to the new $4\frac{1}{2}$ -litre Rapide; the only important differences between the two models are in the engines. It is a new design, therefore a good deal is expected of it, and that it proves even better generally than was anticipated is saying a good deal where a Lagonda production is concerned. It is not only that this new $3\frac{1}{2}$ -litre possesses a very sound performance; it feels right, and is highly satisfactory to handle.

Circumstances were such that the performance figures in acceleration and maximum speed were taken at Brooklands before there was an opportunity of driving the car on the road. A very favourable impression had been created by the creditable set of acceleration figures and by the maximum speed, handsomely exceeding a genuine 80 miles an hour; but still better was in store.

Many Lagonda models have been tried in the past, some of them for several hundreds of miles, but none has given the same suggestion instantly of having the controls in exactly the right position, and of really good driving vision to inspire confidence in the first few yards. There is something particularly happy in the general arrangement of this new model as regards these points; the performance can be left to speak for itself.

One cannot expect a $3\frac{1}{2}$ -litre to have the acceleration of its brilliant relative, the $4\frac{1}{2}$ -litre, but considered separately the $3\frac{1}{2}$ -litre does very well indeed, and is amply fast for most requirements. It is a touring car as regards comfort, with the performance of a sports machine.

The facts that it is capable of 29 m.p.h. on first gear, 48 on second gear, and a good 72 or 73 m.p.h. on third, and of doing 82.57 m.p.h. as the best speed over a timed quarter-mile with the windscreen closed and two people on board, on a damp day by no means kind to any car, and 84.11 m.p.h. as the best speed over a quarter-mile with the windscreen open, give an idea of what calibre of car it is. The timed speed in the table is a mean figure of runs with the screen open. A screen which folds flat can be fitted, as on the Rapide.

But those figures are not by any means the whole story. It has a subdued exhaust note which adds dignity to a fast car, is quiet mechanically, and has the smooth, supple feeling which does definitely give an advantage to the good six-cylinder. At ordinary speeds it is smooth and quiet, it shows no fuss as the speedometer needle moves progressively round, and 65 to 70 m.p.h. can be as easily a cruising speed on a suitable road as an ambling 40 to 50 under other conditions. The high top gear of 3.6 to 1 has a big effect in giving this easy running. for engine speed is seldom much above 2,500 r.p.m. on top.

This " $3\frac{1}{2}$ " is beautifully flexible in the touring car sense, and in town need not be driven, even when crawling, on a gear lower than second, yet the ratios are high. The pick-up is free from hesitation, the top gear range is excellent, it is not specially sensitive to the ignition control, except at the lowest speeds, and there are the gears in reserve for those who take pleasure in their use on a car of this description.

The right-hand gear change is a very different control from that on older Lagonda models. The lever appears to be shorter nowadays, is certainly lighter in action and better balanced, and none of the changes is really tricky nor likely to produce a distressing noise as the result of misjudgment; the least easy change to make clean and rapidly is from second to third upwards. The changes between third and top, upwards or downwards, are especially satisfactory,

and it is not impossible to forget that third is in engagement, so quiet is this gear, with its helical teeth.

The whole control is light, and very satisfactory because accuracy has not been lost thereby; rather has it been improved. The clutch action is far lighter than on earlier models, and the Girling brakes fitted need only moderate pressure for powerful deceleration effects. Steering is excellent; it gives the driver exactly the right impression of control to an inch, but is neither springy nor heavy, and certainly is not spongy.

To drive this car anywhere—in town, best of all, of course, on the open road—is a delight not likely to pall even on anyone who is constantly driving good cars. It is never easy to analyse this kind of appeal.

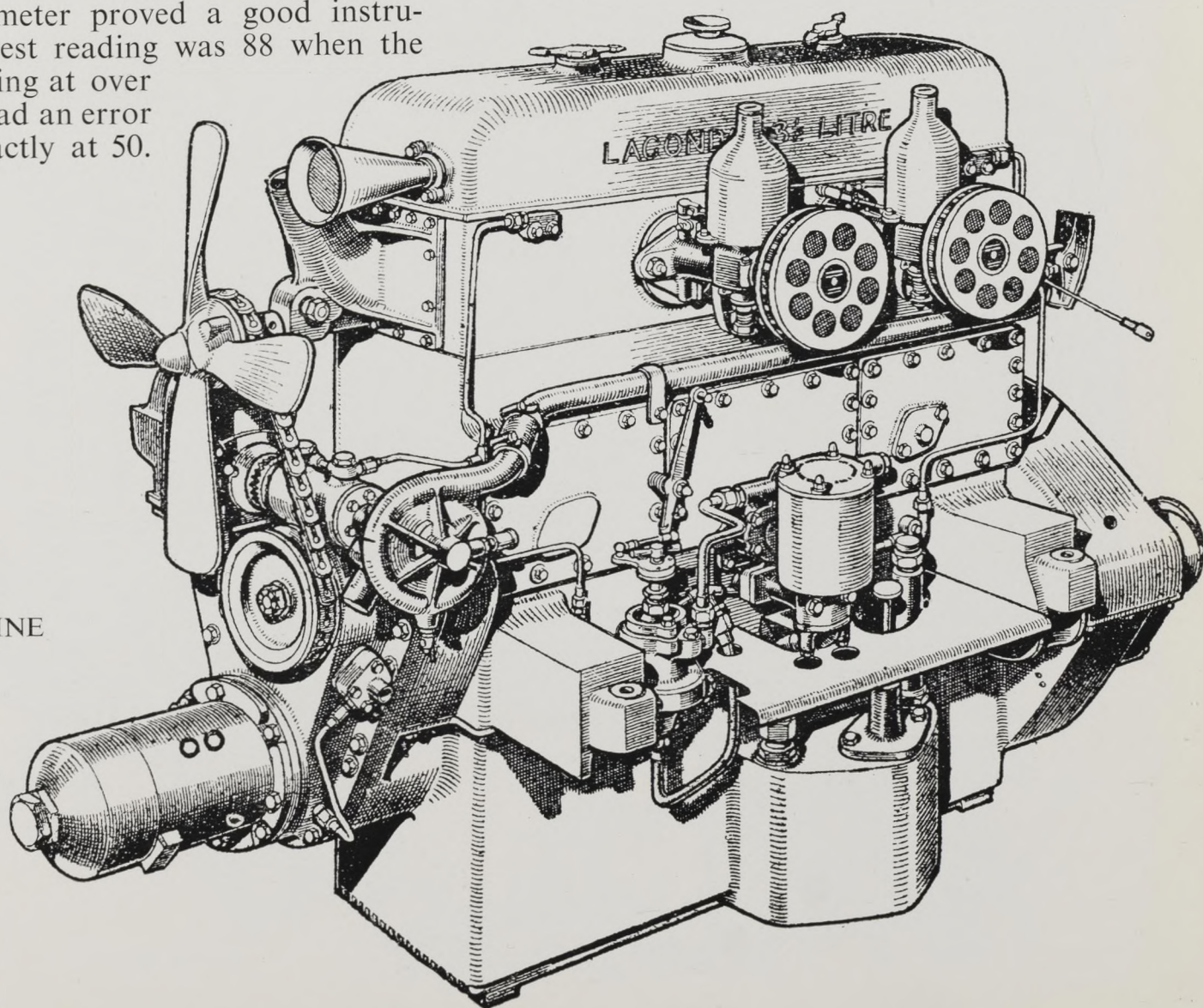
Undoubtedly a great deal of thought is continually being expended upon these cars, and the result is machines which combine extraordinarily well the features of the two types known as touring and sports. This 3½-litre is soft, quiet and comfortable, yet responsive, steady on the road, and lively.

The speedometer proved a good instrument; its highest reading was 88 when the car was travelling at over 84 m.p.h.; it had an error of 2 m.p.h. exactly at 50.

The body is a true four-seater; the open Lagonda coachwork has long been good as regards seating the occupants well inside, but this latest tourer is still better. The pneumatic cushions and back-rests are exceedingly comfortable. The front seats hold one in the way which is desirable on a fast car; the back seat has the luxury of that of a saloon, with a centre folding arm-rest and side arm-rests as well. Excellent points are the way in which the hood goes down very neatly indeed into the tail, the large luggage compartment in the tail, and the carrying of the side screens most accessibly in the doors. There is also now an off-side forward door.

The overhead-valve engine has a beautiful finish; this make is very good in its under-bonnet arrangements. There is a set of spare sparking plugs, an hydraulic jack is firmly secured to the bulkhead, and on either side of the engine is a group of lubricators for various chassis bearings.

(Reprinted by kind permission from the *Autocar*.)



THE
3½-LITRE ENGINE

COMPETITORS' AND MARSHALS' DINNER

I shouldn't be writing this at all really, but the "chap wot promised" has run into some snags (No, no, they are not on the road) and so you will have to put up with these notes written 30 seconds before the Editor (bless him) closes for press.

This Dinner has now become an established part of the Club calendar, and is most interesting, as it not only brings the wives and girl friends out but shows the "dicers" and "helpers" in their nice, smart suits. In fact they look so different (and almost respectable) that it isn't true.

Under the watchful eye of organiser Charles Elphinstone, the R.A.F. Reserves Club provided a very pleasant meal to which some 50-odd members and guests sat down to eat after a lighting Grace by the Chairman.

It was a pleasure to see Bunny Tubbs, that Champion of the Vintage Cause, "King Pin" of "The Motor," and his wife as principal guests. In a charming little speech, he told how his first encounter with Lagondas involved being at Le Mans when some cows were going round the circuit the wrong way. Of course the Lagonda

could have been going the wrong way, as it was very late at night!

Everyone was very pleased to see Arthur Fox, of Fox & Nicholls (who ran all the Lagondas in competition before the war in the period 1934-1937) and hear him telling so many stories of the cars now owned by Douglas Hull, Bill Michael and Henry Mulholland. Also present was Freddie Clifford, who drove the team cars during this period on several occasions. The sight of the evening, of course, was the meeting of Arthur Fox and "Bert" Hammond for the first time for 20 years. As you all know, Bert was with the old Company from 1905 until 1935, and knows almost every car personally.

The formal side over, everyone repaired to the bar for the competitors to toast the Marshals and Organisers who had made all the year's events possible, and for the "helpers" to thank the Competitors for giving them a job to do.

There were many well-known faces and a nice sprinkling of new ones, which shows how thriving this side of the Club is.

"FLARE PATH."



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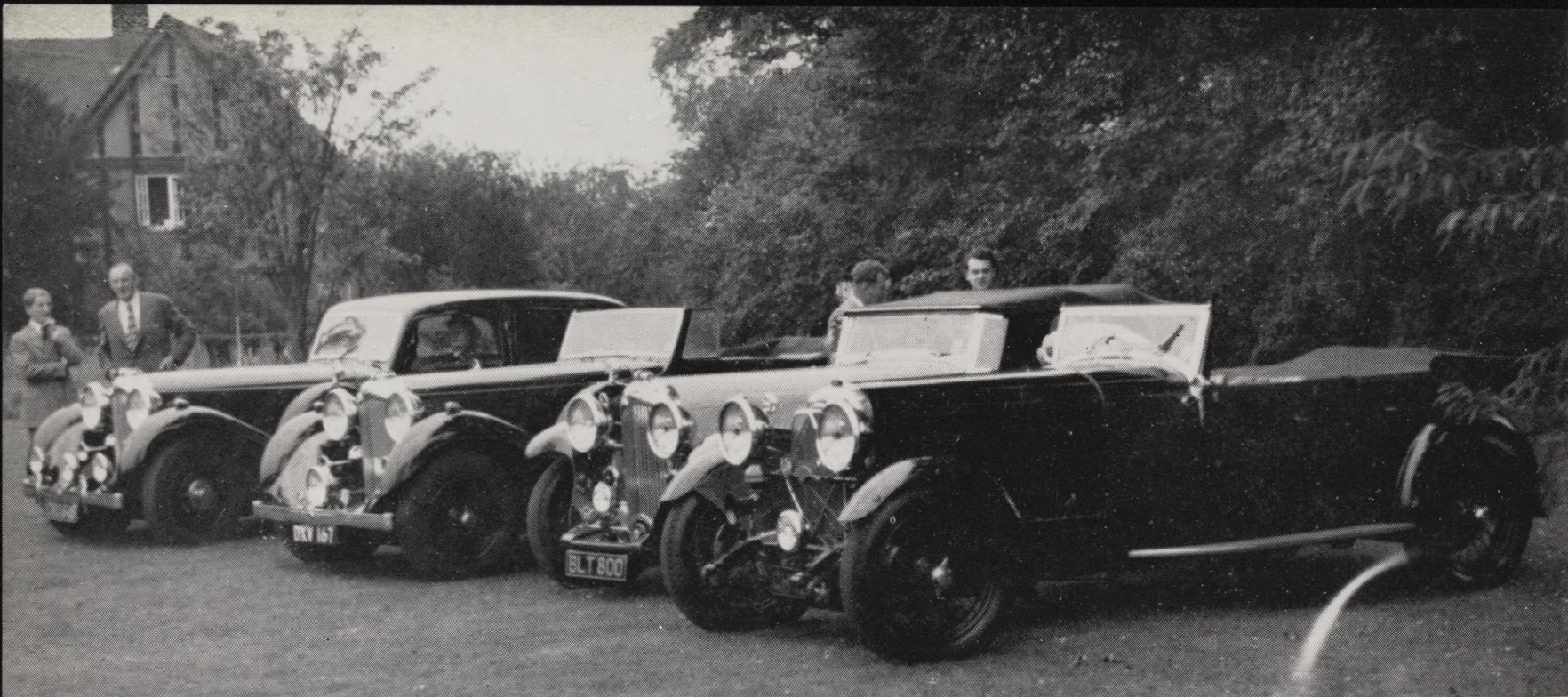
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THE A.G.M.

The picture above shows the Concours Winners

Considering what the weather has been for most of this summer, we were exceedingly lucky to have such a fine day for the Annual General Meeting.

As usual, by mid-morning, cars were lining up and being given a final dust over before being judged for the Concours d'Elegance. By lunch-time the parking was becoming acute as the number of Lagondas approached the hundred mark. Of these, twenty-three were entered for the Concours.

This year, as well as the Concours, there were other small spot prizes given for undisclosed features, and throughout the day other judges were probing round the cars and questioning their owners.

We were indeed grateful to Brimpton Grange Hotel for not only the admirable parking space for the cars, but the wonderful way that some sixty members were able to sit down to a cooked lunch. Almost directly after, tea was available to all those who wanted it. It was the aim this year to advance the day so that those living farther away could attend the meeting itself. Lunch was therefore to be in good time, and tea to be at 3.30. Lunch, unfortunately, took a long time to get going and the reason was very understandable. The centre of attraction was the appearance of the recent V.12 Lagonda which had been driven down from Feltham to Brimpton Grange, and to

see it was an opportunity not to be missed. (*Who said: "The only Lagonda to arrive on fire!"?—Ed.*)

We were very pleased to see David Brown, and hope that we may see him again at our gatherings. It was a pity that the Sunday traffic on the Oxford Road prevented him from really opening up the V.12, as this car when firing on all twelve cylinders was an impressive spectacle.

Concours judging proceeded during the afternoon, and we are most grateful to our two judges, Alan Dakers and Dudley Coram. It is testimony to their skill that they judged independently and each arrived at the same first three places.

After tea the tables were cleared, and as many as could manage squeezed into the barn for the meeting itself.

R. Freeman Wright opened the meeting, and there being nothing arising from the minutes of the previous meeting, they were taken as read. The Hon. Secretary's, Treasurer's and Competition Secretary's reports were briefer than usual, with the idea of completing the business as early as possible. Mike Wilby reported a satisfactory year for the club, with a further increase in membership.

Charles Elphinstone was able to report a year in which he had managed to keep a satisfactory

balance. The main item of expenditure was again the magazine. (*Oh, yes? Really? Well!—Ed.*)

Our Competition Secretary summarised the year's events, which were again encouraging and healthy. He unfortunately had to inform us that owing to reasons beyond his control he would not be able to continue in this capacity.

Ivan Forshaw's report was as usual a mixture of humour and the startling statistics of his spares service over the past year.

By the time of the meeting the judges had decided on the Concours winners, and the other odd prizes had been also decided. The Concours winners were announced, and the prizes will be presented at the Christmas party. The spot prizes were presented at the meeting.

Concours First Prize Seaton—3-Litre.

Second Thomas—3½-Litre.

Third Hare—LG 45.

Spot Prizes: Car with most appeal as judged by two ladies: Huskinson—V.12.

Oldest Lagonda to arrive under its own power: Snowden—1927 14/60 saloon.

The most original Vintage open and closed Lagondas:

Open: Ridout—2-Litre.

Closed: Wearden—2-Litre.

The oldest Lagonda present not to have called on the services of the Technical Adviser for a year: Snowden—1927 14/60 saloon.

The dirtiest Lagonda: W. C. Hartop—2-Litre.

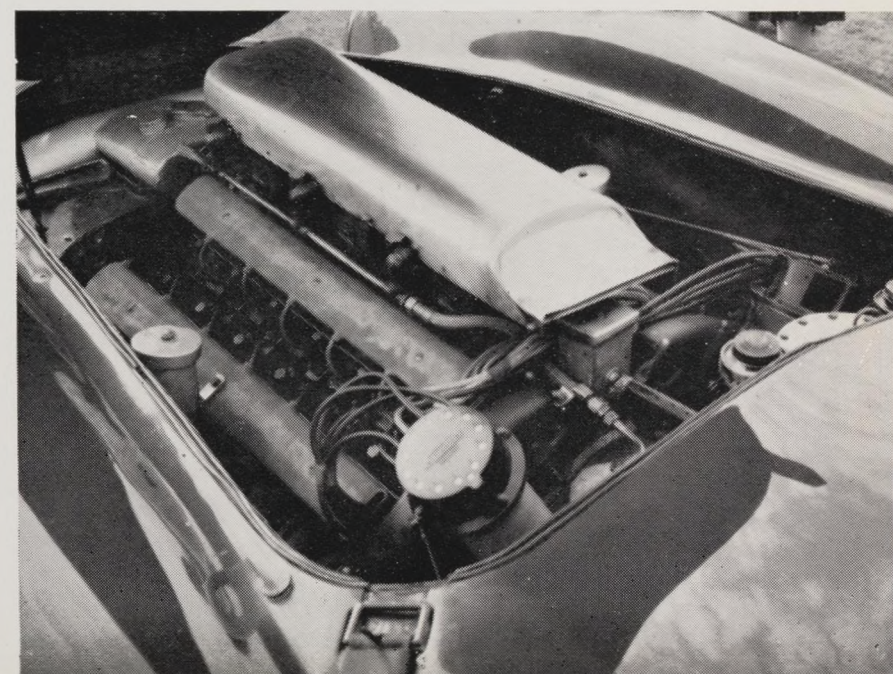
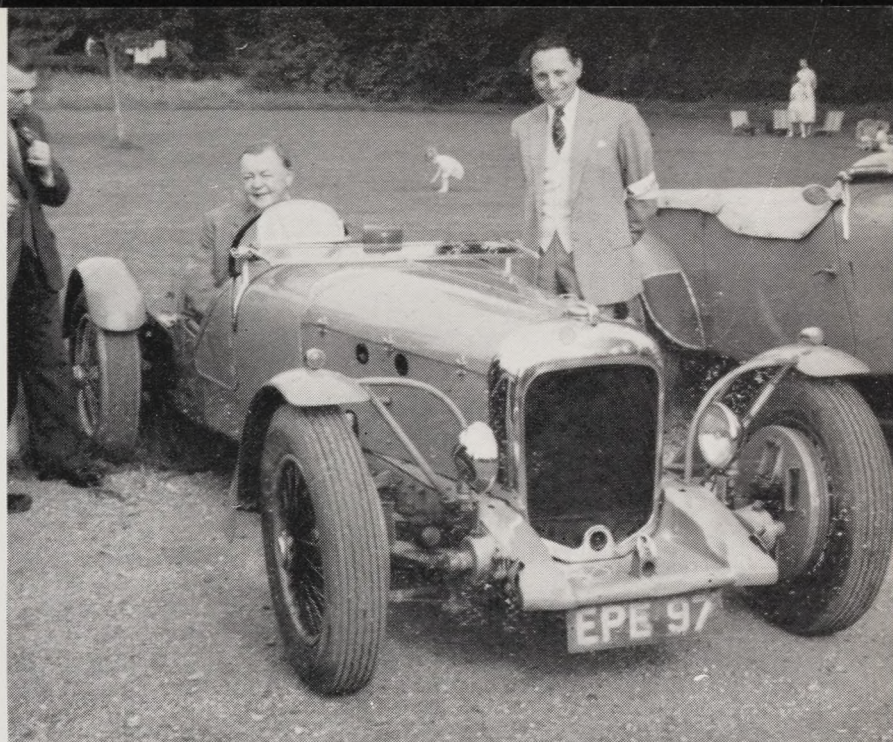
At question time, Roberts put forward the idea of a visit to Montague's collection of cars and also a look-over the Esso Refinery at Fawley, near Southampton. It was agreed that this might be very interesting if it could be arranged and the two could be combined in one day, as they are fairly close to each other. The Chairman agreed to look into this.

As happens every year, the Committee resigned and (but for Rexford-Welch being unable to continue as Competition Secretary) all the members offered themselves for re-election. The meeting was asked to offer nominations, but no new names were submitted and the same Committee was re-elected.

TOP.—Freddie Clifford sits again in Bill Michael's Team Car which he drove in pre-war races.

CENTRE.—Committee-men Richard Paines, Bill Michael and Harry Wareham—the two latter obviously avoiding their creditors!

BOTTOM.—The David Brown V12 Lagonda which was prepared for Le Mans.





TOP LEFT.—Snowden's magnificent 14/60.

CENTRE.—The Editor rendering operative extracts to a not very attentive Don Roberts and Papa Hughes.

BOTTOM LEFT.—Peter Whitman's o.h. carburettor modification.

TOP RIGHT.—Overseas visitor Peter Bartleet.



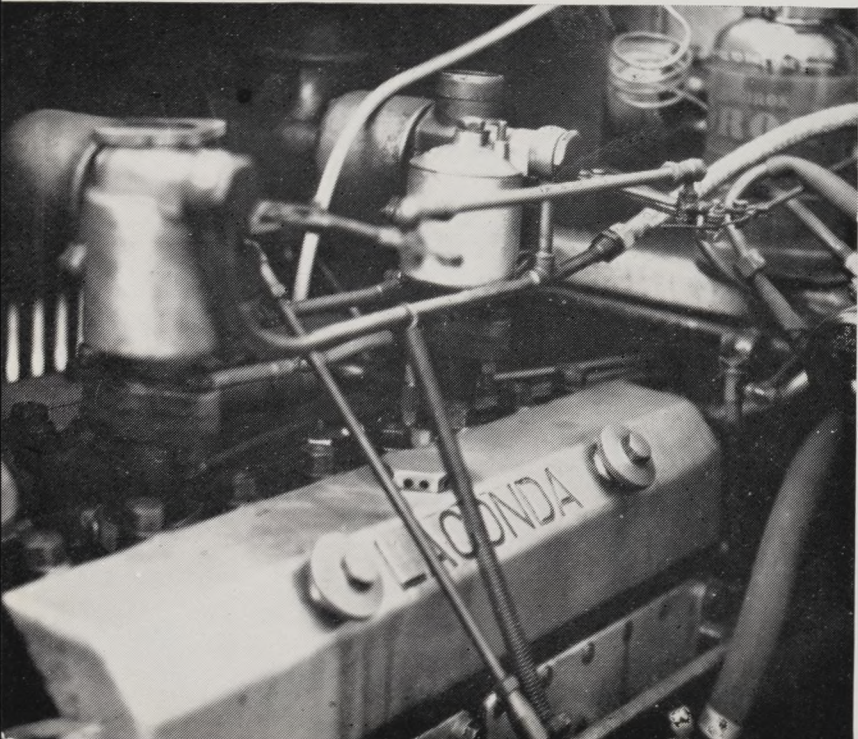
Our new Editor, Tortoise Taylor, whose previous term of editorship did so much to improve the magazine, asked for all contributions for the next issue by 30th October at the latest. (*Helpless hollow laughter!—Ed.*)

There being no further business, the meeting was closed.

After the meeting, several cars set off to the Catherine Wheel at Crowell, where liquid and solid refreshment was ready waiting.

Although this meeting was not perhaps the record for attendance in numbers of Lagondas, the standard of upkeep was probably higher than ever. We missed the older examples, and especially Charles Elphinstone's 1914 11.1. There were, unfortunately, no 11.9 or 12/24 cars, but all the later models were present. Ben Walker managed to bring his veteran Wolseley without depriving his two-litre Lagonda of a day out.

Among our friends from Lagondas were also Mr. and Mrs. Stirling, and, representing the old firm of Lagonda, Staines, was Bert Hammond. We hope that we may see them at many more of our meetings.



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CA C'EST D'LA BAGNOLE

FOR the benefit of those unfortunates who have not had, like the writer, the advantage of a classical education (also several day trips to Boulogne Sans passport) the title of this article is slang French for "That is a car!"

Perhaps it is better, in order that this digression may be the better understood that one commences with the prospective buyer of a 2 litre. My friends (if I may call you my friends after this effusion) it is better to wait until the vicissitudes of life have left your heart battered and broken, because then, and only then, do you start your acquaintance with a 2 litre on level terms.

Now, you, the prospective buyer (hereafter referred to as the P.B.) must bear in mind that if a 2 litre is given all the care and money in the world, then there is a faint, nay, vague possibility that it will, sooner or later, "marche comme du tonnerre de Dieu", or as we so happily say in English, it will go like the "clappers".

But, my friend, the P.B., do not be deceived, there are many bugs in the model which will, having laid dormant for a long time, start, with diabolical timing, to present you with all the heartache, despair, prey to foreboding and melancholia that flesh is heir to.

Please do not let me discourage you. After all, there are *some* things which cannot go wrong with a 2 litre. Amongst these are a complete collapse of the chassis (of course, in this I except the cracks which develop in 5in. rolled steel joists just in front of the scuttle).

Usually the bugs commence in a gentle fashion. Perhaps by the radiator boiling unnecessarily. This is easy, it's usually the water pump. Some help from Ivan Forshaw, a new packing and all is well—but of course this is just to lull you into a sense of well-being and security.

Then you find you cannot get peak revolutions. All right, so you go to a carburettor specialist. He gives you the revs and then what happens? One, or if, perhaps you are

singularly unfortunate, two connecting rods go straight through the crank case. This, of course, is just to teach you not to get presumptuous.

But let us suppose, my optimistic P.B., that you have not dared to presume so far, do you know what will happen next? I'll tell you!

There is a thing, right underneath you, as you sit on your "voiture". The "boite de vitesse", the box of speed. O.k., so you think you'll get some speed with a few dicey changes. Do you know what happens then? I'll tell you. First of all you will hear a nasty, expensive noise. This, in conjunction with a most horrific and peculiar arrangement of chains in the front end of the conveyance continues to give one, what is familiarly (amongst 2 litre addicts) known as the Thresher and Binder effect. (Frazer-Nash owners have it too.)

The best cure for this is to write to, or if things are that pressing, to ring up the aforesaid I. Forshaw and ask him if he has,

- (a) a first speed pinion;
- (b) a second speed pinion;
- (c) a first (or second) speed layshaft pinion;
- (d) a first (or second do. do. do.)
- (e) a cluster of, first, second and third speed pinions;
- (f) a set of timing chains;
- (g) any money.

Now, whatever it is, be it gearbox or front end, it will be naughty, or should I say expensive and difficult. Of course, if you are a moral and physical coward, it is possible to present your derelict to a very excellent garage, situated on the banks of the Thames, about 25 miles to the south-west of London and leave it—with the proper instructions—in which case, all you have to do is to wait and pay.

All right, you've done that. You drive your car away. All is well. It's so marvellous you forget the hole in your bank balance. Next morning you clean the beast with loving care. You are happy. In the ecstasy of your mood you tell the wife and kids, or current girl friend that at the week-end

a trip is laid on to Bournemouth (or South-end), there being no accounting for the peculiar trends of desire amongst 2 litre owners.

So you go. Halfway there you notice a smell. Perhaps, you glance at your companion. No, it can't be her—she doesn't smell like brown paper fried in machine oil—or at least, you've never noticed it before. Of course, it isn't that, my dear B.P.! What you've got is an oil leak.

Perhaps you have never noticed. After all, you've had so much to occupy your mind, but a 2 litre is a mass of machinery, each part of which has its own separate place from where it can spray oil copiously and frequently all over the surrounding ironmongery. But why lose heart? oil is cheap. If you take the worst view, oil is almost as cheap, per gallon as petrol, and believe me a gallon of oil sprayed in the right places gives far more satisfaction from a visual point of view than petrol.

Now, don't ask me the cure. Buy yourself a set of spanners, and get to work. This will

provide you with work and amusement so long as you are sufficiently a fanatic to own a 2 litre.

Unfortunately, the limitations of this edition of the magazine are such that I cannot dwell on the more estoteric mysteries of the 2 litre—in short sticky rockers, broken valve springs, oil pump failure, clutch stop not working (and there's a thing)—brakes which refuse to operate in an emergency. The same brakes which, without emergency, stop hard on when you are trying to push the car. Hardy-Spicer couplings which break for no apparent reason. Half shafts which disintegrate—I must not keep on.

My dear P.B., if you are in trouble get into touch with me. Let us commiserate. After all—misery loves companionship. I may not be able to help you, but at least, you will have the meretricious satisfaction of knowing that you are not alone.

Of course, apart from all this, **THERE IS NOTHING LIKE DRIVING A 2 LITRE.**

Ca, c'est d'la Bagnole!

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A somewhat unenterprising period, for which the Hon. Nth. Sec. takes the blame. But there's been a harvest and a good deal of rain, and the Bank has a manager, and don't be sucked in by the charming advertisements of those establishments. They are tickled to death to get you in, but when you're in the novelty wears off!

Things that are brewing: A party, towards the end of March. A little better organised than last time, it's hoped. Some discussion on this will take place among all who care to come and lunch at the Crescent Hotel, Ilkley, on Sunday, December 9th. This will be quite informal. Members might be advised to book lunch with the hotel.

Several films of Club events are available, and it is hoped to show some of these this winter at more than one centre. It might prove helpful if someone with facilities would volunteer to operate the appropriate machine.

A joint rally is being worked on and will probably have taken place when this appears.

Several cars are also being worked on. Verity prefers to swap his cogs when he's ready and not before. Hill (I of Leeds) thinks he might prefer to sort out his cogs in advance. Rider wants to swap his comfortable saloon for something more draughty and nimble—he has not taken up the offer of the loan of a hack-saw. Copley wonders whether the engine and gear box from his 3½ will fit a 3-litre which has a better body, but worse works. Foster is working on the theory that it's better to get to the accident as soon as possible and get it over and so precedes the works of his Microbus. Davenport's late blown 2-litre (lately Davenport's—it's still blown) is back in the Club with a new member, Richardson, whom we welcome. A con-rod in Blacker's 16-80 divided itself by two, but has been replaced by one from a Crossley, and the resulting hole mended with Loy (adv.). A prospective member would buy a respectable Rapide: offers to this Section, please.

MANCHESTER DISTRICT PUB MEET

Dick Page has been persuaded to repeat this annual attempt at a "Binge and Bilge"! This year there were actually FOUR Lagondas there, as well as encouraging people in other sorts of motors, whose Lagondas were in pieces. Even though Dick Page was kept away by a slight ground mist (a High Chassis 2-litre is the answer) and his co-correspondent could talk about nothing but his recently acquired Austro-Daimler, everyone said they would come again next month if invited, which they are.

So the next meeting will be on the 6th of December, and the place is the Red Lion, High Lane, between Disley and Stockport.

THE TRUTH ABOUT THE LAGONDA MAGAZINE

Once a quarter, with unfailing regularity for the last two quarters, the Editorial Staff meet at the R.A.C. Club because of the Draught Bass. Because of the Draught Bass, two is normally considered a quorum, unless the Associate Editor starts reminiscing. Although nobody has thought of formally proposing it, the Production Editor takes the Chair which is most comfortable.

Business is opened by setting up a kitty, and the first proposal is dealt with. When this has been consumed, the Advertisement Manager asks the Production Editor about his (the P.E.'s) G9 gearbox, so that the Production Editor will have to ask the Advertising Manager about his (the A.M.'s) G9 gearbox. The Assistant Editor then chips in with some completely irrelevant remark about E.N.V. gearboxes being the best bet, while the Associate Editor becomes rather morose and says something about getting a move on, which everybody else says is impossible anyway in a 2-litre. There is then a short period without a quorum.

After the kitty has been replenished, business is re-opened by calling over the waiter so that the Associate Editor can give him some specific instructions and ask after his family. A copy of the last issue of the magazine is then gone through page by page until somebody thinks of a mug who could write something about something or the other. Then the mug who thought of it (and let it be noted here that the Production Editor is not one of your Thinkers) is delegated the job of worrying the life out of the fellow until he produces the article. This goes on until the next issue has been planned in detail or the kitty runs out.

Business concluded, the Advertisement Manager says that the article by Billie Michael on sparking plugs was a lot of rot because he has been running perfectly happily for years on a bath plug, which inspires the Assistant Editor to give a very convincing demonstration. As the waiter now insists that he hasn't got any family and the Associate Editor is getting rather maudlin about wanting to adopt the poor little orphan, a move is made to other premises where the conversation becomes too private and personal for words.

The idea behind all this is that the Production Editor should now have nothing to do until the staff forward all the material to him a month before publication. However, the Advertising Manager has got an office and a secretary and lots and lots of typists and things, and the Assistant Editor hasn't got an office or a secretary or lots and lots of typists or things but *has* got the most atrocious imaginable handwriting (even worse than the Hon. Comp. Secs. . . . and him a

Doctor, too!), while the Associate Editor is a bit pushed this year and so is something of a dark horse, but if he's anything like the other two somebody's going to resign! So between them they manage to keep the Production Editor more or less continuously amused until that crucial month before publication.

If he has remembered, the Production Editor should by this time have agreed the production schedule with the printers. This is very easy, as it doesn't do the Production Editor any good if he doesn't agree with the printers' timetable. All that then remains for him to do is to read every contribution, correct the spelling and alter the grammar to his own liking, cut 20% of every article as a matter of course so that the Committee can't say that he isn't doing his job, and add Editorial comments every fifty lines so that the members feel that their interests are being looked after. Sometimes he has to stay up all night working out how to reject a contribution without giving any such impression to the contributor. Photographs have to be framed down to cut out irrelevant background and make the most of the car and the owner, although the latter is not always possible, and the ultimate size of the photograph as reproduced has to be decided under the ever-present spectre of the Hon. Treasurer. Incidentally, it wouldn't be a bad idea if a younger man took over his job.

All this material is then sent to the printers, who set it all up in sectioned toilet roll form in a remarkably short space of time considering the Assistant Editor's writing, and return it to the Production Editor, whose wife has to read it all in case they have made a mistake, which they don't often, so it's a pretty dull job which they might do something about.

The Production Editor then buys a new pot of gum, surreptitiously borrows his wife's cutting-out scissors, lays out all the proofs on the living-room carpet and begins to cut it up until his wife screams at him. Then, taking an old copy of the magazine, he proceeds to paste in the cut proofs, working inwards from the front and the back. Within a very short while the realisation dawns that they either don't meet in the middle or else they overlap, and that in any case the Spares and Technical Topics article hasn't arrived yet (as usual). It really is about time that man was retired and made an honorary member without voting rights.

But somehow, sometime, it gets more or less done, and after a special 25-mile run at about 6 m.p.g., the layout is delivered at the printers with about seven blank spaces and thirteen little tattered scraps of proofs to go in them.

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COMPETITION NOTES

(The regular notes unfortunately have not been received before going to press--ED.)

FIRLE

1956

Your scribe having lost his programme is writing this from memory so that the reporting will be more sketchy than ever. If he now knows nothing about the performances of the competing Lagondas he at least remembers it was the one Sunday during the summer that the sun shone. On days such as that the view from the top of the hill is one of the finest in England.

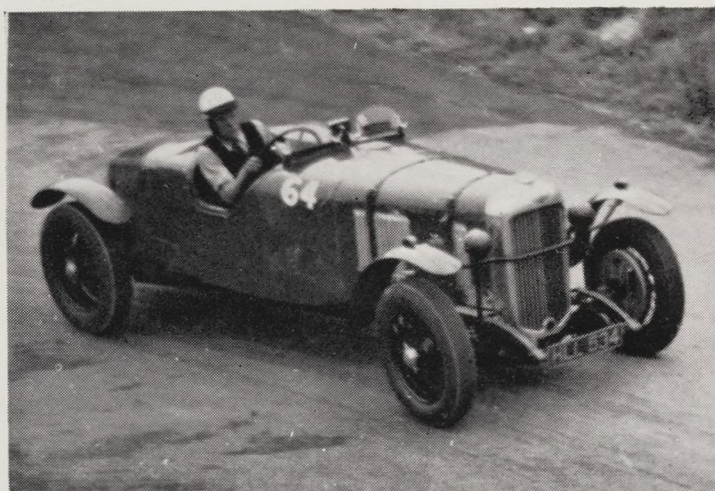
In spite of the lure of a handicap the entry was very small indeed and contained no names that you don't already know. As Mike Wilby was not taking part they made him do the handicapping, and this he did very skillfully by running up the hill on foot and then dividing the answer by four for the 4½-litres and six for the 2-litres, or so he says.

Anyway, after all the sums were done the Lagonda programme read as follows:—

L. S. Michael	4½-litre	Scratch
Henry Mulholland	4½ litre	Scratch
James Crocker	4½-litre	2.0 secs.
Maurice Leo	2-litre (S)	3.6 secs.
Charles Long	2-litre	12.4 secs.

The first runs were steady enough and produced no excitement except the excuses for being slow. Both Long and Lord Dunleath (Henry Mulholland to you) complained of being over-geared and Bill Michael said he was under-geared. Nobody could do much to help the 2-litre man, but the two team cars got together and for the second run Henry's car came out wearing 6.00 × 18 wheels and Bill's 5.50 × 19. These latter were in fact Maurice Leo's, and having seen what happened last time Bill Michael used his wheels I can only think the sun went to Maurice's head; Charles Long was first away second time round and a steady climb gave him 49.16 secs., about the same as before and much slower than before the 3-litre axle was fitted. From the noise it was either a dozen 500 c.c. cars on the line or, guess who, yes, M. Leo, Esq. Plenty of power between the corners, a steady line and a time of 35.05. James Crocker lead off for the Meadows engined cars and without any fireworks returned 34.27. Rather better than his first run but still a bit strange to his new mount.

"Big Wheels" Michael then shot into view chased very hard by a cloud of blue smoke. The odd noise as coachwork touched tyres, and he was out of sight round the top corner to return 31.31. The fastest Lagonda time ever.



Henry

What could Henry do now that he was better geared? His first run was 33.86, and as this was his first attempt at Firle the second run was bound to be an improvement.

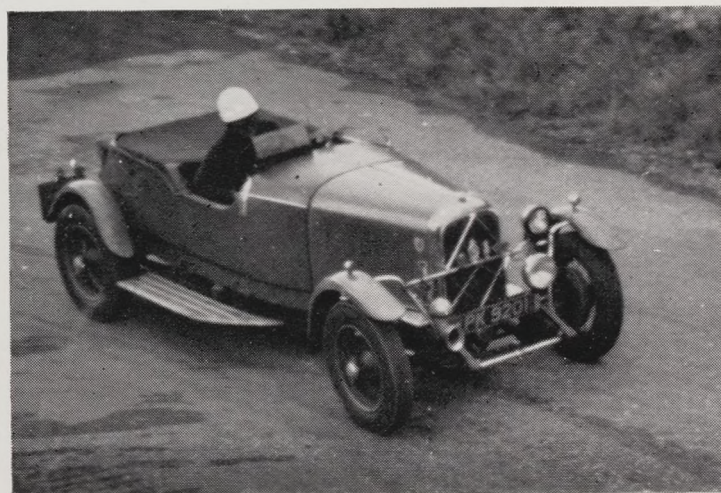
A good getaway, quickly round the bottom corner and very much faster in the middle reaches. Could he beat 31.31? The answer came at the top corner when a brake locked and Henry wisely drove straight up the bank rather than try and get round. By the time he had sorted things out some seconds had gone by but even so the climb was completed in under a minute.

While everyone else had tea Mike sat down to his arithmetic and produced the following "corrected" times: Michael, 31.31; Leo, 31.45; Crocker, 32.27; Mulholland, 33.86; Long, 36.76.

While all this excitement was going on two 4½-litre Bentleys in the hands of Walker and Burton were having a battle for the fastest Bentley time. Some rousing climbs resulted in a narrow win for Walker (someone has to go faster up Firle than Burton some time) but both times were in the 29 seconds bit, so both Bill and Henry must do something about it next year. One answer, buy a Bentley!

"FLARE PATH".

Charles



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"FLARE - PATH"

I HAD set out to compile a list of the fastest laps in Lagonda-only races in 1956 and on looking at the times it seemed interesting to glance back to 1954 when these races first started.

It was in June of that year that the Bentley Drivers' Club suggested that if we could muster sufficient entries they would give the Club its own race at their Silverstone meeting. The response staggered even Bill Michael and Mike Wilby who had undertaken the task of "whipping up" the competitors. In all some 28 entries were received and for many of them this was their first venture into racing. The results of those two races are now history, but it is interesting to note that the fastest lap was put up by Bill Michael in the 4-seater M45R in 1.32 or almost 63 m.p.h. Colin Lyne got the 3-litre saloon round in 1.49 (53.11 m.p.h.) a time also equalled by George Bussy in a similar car. Unfortunately neither of these cars have been raced again, so it has not been possible to see how the times have improved over the years.

Newman was fastest of the 3-litres in 1.45.2 and next year he reduced this to 1.44.8 or 55 m.p.h. The car was then "looked at" and the following races showed a marked improvement which apart from the better tune of the car was helped by the increased experience of the driver; 1.38.2 became 1.37.8 and finally 1.37 (59.68 m.p.h.) which seems just about as fast as a 3-litre can be made to go at Silverstone. Another example of man and machine getting on good terms is Donald Overy and the "Scarlet Woman". Starting nice and slowly at first he soon gained enough experience to return averages of 64 m.p.h., his fastest lap being 1.30.6.

Mike Wilby managed 1.45, that is 55 m.p.h., in the Rapier a time which he repeated more than once in latter races which rather showed he was well acquainted with his car when these races started. Eventually he managed 1.40.6 (or over 57 m.p.h.) which to date is the fastest standard Rapier time. Eric Lane showed the disadvantages of the Rapier saloon, because, well as he knows his car, the best he could do was 2.02, but later when winning a race he managed 1.58 (49.06 m.p.h.) which compares well with Colin Bugler's recent time in the D.H.C. running open of 1.55.

The 2-litres have shown remarkable consistency, at the first meeting Scates high chassis, Long's Le Mans car, and Harry Gostlin's Continental all produced times of 1.50 or thereabouts. In subsequent meetings not much improvement was made, showing that these boys were pushing this model as hard as it would go. Eventually Charles Long using smaller wheels and the technique of staying in third all the way (also employed by Lane) achieved 1.47.6 or a bit over 54 m.p.h. Still by far the best 2-litre. What of the blown model? Maurice Leo, our best known exponent has done 1.38.6 and

Looks Back on the Lagonda Races

1.38.4 (59 m.p.h.) which again shows a driver and car who knows each other. Dick Page with a car with lower boost had times very similar but also managed 1.37.6. On making a newer but more touring car his times dropped to 1.40.8, 1.40.6, and 1.41.6 steady enough!

16/80's haven't put in many appearances, but again the times have been very even, Richard Paine's 1.46.8 and 1.47.4 compare well with James Crocker's 1.47. We will forget about the day of the tight big ends and 1.54.6!

The later races the two 1936 team cars have produced some interesting and quick times. First time out Michael returned 1.29.2 and then 1.23.8, which being over 69 m.p.h. is the fastest lap in this series. This effort tired the car or Bill and he remained steady at around 1.25. Henry Mulholland in the other car has kept pace at this speed, a fact which has resulted in some very good races between them.

Of course, one must not forget the little 11.9 of the family Audsley. In Mrs. A's hands (and feet) it managed a very brisk 2.25.2 but Alan couldn't let this state of affairs continue and later the time was reduced to 2.21.2. The last time which catches

my eye is for the "Hip Bath". Peter Bartleet has pushed this very touring 2-litre round in 2.01, 2.00, and 2.00.8 which surely proves it cannot be made to go any quicker.

What all this proves I am not quite sure except a lot of people have had a lot of fun and improved their knowledge of their cars far more than they realise. A study of the times indicates that with growing confidence the cars go quicker and quicker until they level off when safe maximum has been reached.

Talk to anyone who has taken part and you will realise how much they appreciate the good and bad points of the particular model after a few races. These races are not expensive, in fact in your scribe's view far less so than many so-called quieter events—he should know, he has tried them all!

Towards the end of this year, for one reason or the other, entries fell off. If these special races are to continue we must have enough entries to justify them. If you haven't done it before talk to someone who has, you then soon will!

Oh! before I forget, the real object of all this, the fastest laps in 1956 are given below.

FASTEST LAPS AT 8 CLUBS MEETING, 1956 AND BENTLEY DRIVERS CLUB MEETING, 1956

Compiled by "FLARE PATH"

			V.S.C.C. Meeting	8 Clubs Meeting	B.D.C. Meeting
MICHAEL	.. ..	1936 Team Car	1.25.6	1.26.4	1.26
MULHOLLAND	.. ..	1936 Team Car	—	—	1.24.8
OVERY	.. ..	LG 45 R	1.32.4	—	—
LEO	.. ..	2-litre (S)	—	1.38.6	1.38.4
LYNE	.. ..	M45 Saloon	—	1.40.6	—
NEWMAN	.. ..	3-litre	1.37.8	1.39	1.37
HARE	.. ..	LG 45 Coupe	—	—	1.46.2
WILBY	.. ..	Rapier	1.40.6	—	—
SYMONDS	.. ..	16/80	—	—	1.58.6
GOSTLING	.. ..	2-litre	1.52.4	—	1.56
BARTLEET	.. ..	2-litre	—	2.00	2.00.8
PAGE	.. ..	2-litre (S)	1.40.8	1.40.6	1.41.6
LONG	.. ..	2-litre	—	1.49.2	1.47.6
HILLS	.. ..	16/80	1.50.4	—	—
GWYNN	.. ..	2-litre (S)	1.58	—	—
BUGLER	.. ..	Rapier D.H.C.	—	1.55	—
ARTHY	.. ..	Rapier 2-seater	—	1.47.2	—
HULL	.. ..	1935 Team Car	—	—	1.33
WOOLARD	.. ..	2-litre	—	—	1.57.8

ALVIS O.C.

Invitation Rally

Sunday, 16th September, saw our Rapier at Hindhead, amidst a host of Alvisisses, but only two other Lags. Mike Wilby was a non-starter, due to an elusive top gear; a pity he stayed away—we found very little use for this gear!

The organisation was excellent. A man looked at one of our rear tyres, then attached an "S" to our windscreen—apparently we had been scrutinised. Formalities were soon completed by the friendly officials and we were handed our route card, which looked easy, but was not. The first point was 8.2 miles away on a line 50° W. of N. After some searching we set off, not feeling very confident. Some miles later our navigator had a brainwave. He had placed the protractor on the map with its base line running from East to West—thus measuring 50° N. of W. Turn round and back we go, heartened by the sight of others who had fallen into the same trap. Soon we were in a maze of roads, meeting rally cars travelling in various directions. We met Hugh Duckett going in the wrong direction. Very curious—he thought we were wrong.

Soon came a welcome 45 minutes stop for lunch at a hospitable hostelry. Peter Hills, driving his smart, blue 16/80, complained bitterly of

arriving 9 minutes early. We were not in the least sympathetic, being 9 minutes late.

The afternoon run was similar, but included two tie-deciding driving tests. That these proved unnecessary is yet another point to the credit of the organisers. Twice more we were to meet the Duckett Rapier, travelling in the opposite direction. Perhaps he had the wrong map. Maladies in the fuel system were soon to cause his retirement—a pity in view of his performance up to that point. . . .

By 5.30 our rally was finished. The Alvis owners entertained us during an excellent tea at the Royal Huts Hotel, Hindhead. The results were due within half an hour of the end of tea, but with a long journey ahead, we decided to start back immediately. Later we were to learn that Peter Hills gained a very creditable third place. Ourselves?—12th. Perhaps we had the wrong map, too!

At the A.G.M. we discovered that Maurice Leo had started late, missed his lunch and retired early. That makes 3½ Lags. Next year let us see more entries for this very pleasant and not too difficult event.

J. C. BUGLER.

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Spares and Technical Topics

By IVAN FORSHAW

Spares Registrar and Technical Adviser



* (This contribution was received after the layout of the magazine had been completed. Three pages had been reserved for it, but the space allocation of 2,850 words was inadequate for the 4,000 odd submitted, so something had to go. The Allen cartoon was also late, but it seemed a pity to leave it out.—Ha! Harh! Ed.)

Lubrication.—One of the questions most frequently received concerns the correct lubrication of gearboxes and rear axles. The majority of these assemblies were originally set up on Castrol R or other oil of vegetable base, and the recommendation plates are so marked. During the war years vegetable base oils were unobtainable, and undoubtedly many indiscriminate changes were made to mineral base oils. Mineral and vegetable oils will not mix, and to introduce the two together into the same assembly is to invite disaster. It is therefore most unwise to entrust the topping-up or replacement of oils in the gearbox or rear axle to a garage, without giving precise instructions concerning the oil to be used. If a change of oil from one base to another were contemplated, every vestige of the oil in possession would have to be removed, and this cannot be done by ordinary flushing methods, particularly in the case of vegetable oils, for which it is very difficult to find an effective solvent. The only completely safe way of making such a change would be to dismantle the assembly and thoroughly clean all component parts, rebuilding with the type of oil which it was then proposed to use. Since this is not normally practical, owners are recommended to identify with care the base of the oil at present in use, and to continue to use oil of that base, whether mineral or vegetable. Castor, or vegetable, oils (do not confuse with the trade name "Castrol," which is misleading and covers a whole range of oils, both vegetable and mineral) are readily identifiable by their sticky consistency and distinctive smell, and are usually almost colourless when new; they are apt to leave gummy and varnish-like deposits which it is practically impossible to remove without scraping. It is doubtful if they are superior in any way to modern gear oils. They are rather expensive but still available to order from any garage, and usually carried in stock at motor-cycle depots: there is only one grade, and Castrol R or Mobiloil R are the most familiar. In mineral oils any modern extra pressure gear oil of good brand will be suitable, of say SAE 90 or 140 grade for the gearbox, and SAE 140 for the rear axle.

Starting.—This is the great bugbear of winter motoring, particularly with large engines, which are exhausting to turn by the handle. Much can be done to ensure easier starting. An engine lubricating oil of lighter grade than in summer should be used. Magnetos should be checked over

and, if necessary, reconditioned, or simply remagnetised. The Scintilla magneto has stationary windings and a rotating magnet of comparatively small size, which seems to require remagnetisation rather more frequently than normal types. Remagnetisation can be done without dismantling, and the cost is only about half-a-crown. The engine should be protected from damp as much as possible: cardboard, plywood or hardboard should be temporarily fitted inside the bonnet to seal off the louvres, keeping the heat under the bonnet and shutting out mist and rain. The lower part of the radiator core can be similarly blanked off, sufficiently to ensure an adequate running temperature. The high-tension leads should be renewed if they are in doubtful condition or have been long in service, and braided types should be avoided. Sparking plugs should be in good condition and properly gapped. A trickle charger is invaluable for keeping the batteries in good order; remember that as the temperature falls, the batteries lose a proportion of their efficiency. Where facilities exist, an immersion heater in the water-circulating system gives excellent results. Most Lagondas are fitted with Ki-gass pumps and injectors, which are an excellent aid to starting. The Ki-gass pump is a simple force pump, depending for its efficiency on the stuffing box at the top of the barrel; tightening the gland packing here will restore a flagging pump to good working order.

Service continues in all matters previously notified. Amongst unusual spares available are excellent Lagonda instruments, particularly of the large kind; also road springs, some of which have been properly reconditioned and re-set.

Chat.—In spite of adverse weather forecasts, the A.G.M. at Brimpton Grange was again one of the most notable gatherings of a single make of car the motoring world has ever seen, and striking evidence of the healthy state of the Club and the enthusiasm of its members. This happy, informal day is the high-spot of the year's events, and ample evidence of the enjoyment it affords is provided by the great distances members will travel to be present. **Tony Frazer** was once again a welcome visitor from Northern Ireland. **Ian and Mrs. Maconachie** came up from Sandwich to take a well-deserved place in the Concours with their beautiful LG 45 saloon. The **Hibberts**, from Sheffield, and **Bernard Raine**, from Leeds, were

amongst members from Yorkshire. The **Fane de Salis** arrived "en famille" in the supercharged 2-litre, the bull-terrier demonstrating his boredom with the proceedings in unmistakable and hilarious fashion. That incredibly painstaking and enthusiastic man **Geoffrey Seaton** was a deserving and popular winner of the Concours, with a car which looks as though it is kept in cotton wool but is in fact in daily use—and all his own work. **Geoffrey Thomas**, from Lyndhurst, achieved second place with his fine open 3½-litre in the face of the fiercest competition. It is a great joy to see how the standard of condition is actually improving year by year, and it will encourage the more impecunious member to know that the cars in both first and second places were brush-painted. The burly figure of **Henry Coates** was greatly missed, no doubt owing to the shocking summer and late harvest, and the irrepressible **Tweedie** was another notable absentee. **George Nall**, lately returned from Africa and at present without a Lagonda, is still sufficiently clever to pick one of the prettiest girls in London. **Clifford Rees** makes a welcome re-appearance and indeed it is a great joy to see how many members of eight or ten years ago are still in the limelight. Many familiar figures were to be seen in unfamiliar but none-the-less worthy settings, amongst them **Mack Stratton** in the rare Type 49 Bugatti, and **Adrian Whitelegge** in the 4½-litre Bentley—the latter car is a splendid example and is without doubt the youngest Vintage car in the world: it was first registered on 31st December, 1930, and it is a matter for speculation why the original owner should have considered it worth while to pay a quarter's tax for a day's use of the car. Eccentric? Who are we to point the finger? In view of the tremendous and still increasing interest in early cars, it may be well to note the divisions into which they fall—Veterans are those made before 1905, Edwardians from 1905 to 1916 inclusive, Vintage from 1917 to 1930 inclusive. **Ben** and **Nancy Walker** were a distinguished couple at the A.G.M. in the Wolseley-Siddeley. (I am not an envious man, but I do covet this lovely car.) They were late leaving, and the Wolseley must have been a splendid sight in the Berkshire lanes, with oil and acetylene lamps ablaze! **Tony Evans** was kind enough to bring the 1904 Peugeot on a trailer behind his 2-litre Lagonda, his damaged knuckles mute witness to the naughty behaviour of the car's low-tension ignition.

An object of great attention was **Peter Whitman's** 2-litre, cunningly and cleverly fitted with two down-draught carburettors feeding through the top of the cylinder head. Peter is well known as an enthusiastic motor-cyclist, and has a 1914 Rudge Multi in beautiful order; for those too young to remember this motorcycle, it should be said that the engine drives the rear wheel direct by belt, the variation in gearing being provided by expanding and contracting pulleys operated by a lever alongside the tank; this system

was hard on the belting but a great advantage over contemporary motorcycles, many of which had neither gears nor clutch; the Rudge Multi, incidentally, was the winner of the 1914 Senior T.T.

Henry Mulholland is prevented from attending the Rally by an engagement at a hill-climb. Another Northern Irish member, **Raymond O'Neill**, had intended to bring over the pre-war Le Mans V 12 which he took over from **Ivan Carr**, but this proved impossible owing to work in hand on the car. Everyone will hope to have an opportunity of seeing it next year. O'Neill's stable of cars is fabulous, exciting, and satisfying. Besides the V 12 it includes Volkswagen, 38/250 Mercedes Benz, 4½-litre 100-m.p.h. low-chassis Invicta, Aston Martin DB 3 S, Jaguar XK 140—any advance on these from elsewhere in the Club? It is a sad thing that the responsibilities and exactions of life will never allow a man sufficient leisure to care adequately for one car, yet the needs of a true enthusiast can only be met by a minimum of six—an interesting Veteran, a useable Edwardian, a battleship Vintage, a fierce Competition, an elegant Town carriage, and a reliable Drudge. **George Bussey**, **Martin Hutchinson**, **Fred Parkes**, **Lyon**, and many others write to say how much they regretted having to miss the A.G.M. **Lyon's** M 45 Rapide has completed a trouble-free 5,000 miles tour during his leave, and is offered for sale with possession towards the end of the year.

The season of re-fitting is upon us, and **Frank Storrs** is already engaged on a major overhaul of his 16/80, assisted by new member **Charles Metcalfe**, who has taken over **Doug Price's** 3-litre. In Birmingham, **Lindsay Davies** is delving into the entrails of a 16/80, and finds unusual trouble with the camshaft bearings. The Invicta Owners Club is vastly interested in **Bill Michael's** excellent articles on the 4½-litre cars and the development of the Meadows engine; copies of the relevant magazines have been loaned to them, but if anyone has issues 15 and 19 to spare, we might with goodwill present them with these.

Bambridge has left for Malaya with his impressive M 45 saloon with stylish and unusual Lancefield coachwork. From Illinois comes a splendid photograph of **Fred Sills'** fine LG 45 Rapide in a tropical Floridan setting; incidentally there were many admirers of **Colin Ziegler's** sister car at the A.G.M.—this must be one of the best of these fascinating machines. **Richard Christian**, soldiering in Germany, has a gratifying win in the football pools and sends the writer a pourboire to help him celebrate! The exact percentage will readily be provided to any like-minded £75,000 winners.

Thorndike and **Michael Cooke** join those who offer their machining skill for the common good. **Clifford Rees** is again rebuilding his 16/80, well-known as the winner of several Concours in Register days; it will appear at Club events next



"... and for Pete's sake stop saying 'Pity old Forshaw isn't here!'"

year in highly interesting and unorthodox form. In Derbyshire, **Dearden Briggs** buys a racing Austro-Daimler which he will restore from scratch. **Francis Smith** acquires an "Ordinary" bicycle—the "penny farthing"—some say as a safeguard against possible petrol rationing, but he will keep his Lagonda! In Grimsby, **Barrie Hiles** has great plans for the building of a steam car. All this crankiness is a great comfort to the writer, surrounded by more peculiar pieces of machinery and equipment than he rightly knows what to do with, yet consumed with a desire for more.

Adcock sells his 3-litre and buys an M 45 4½-litre car. One of the 1929 Le Mans 2-litres, PK9203, at one time the property of **Raymond Goslett**, turns up in Kent in the hands of **Cowie**; three of this team of cars are known to survive, the others being owned by **Charles Long** and **Dan Hagen**. Hagen has long been the owner of this car and has covered an incredible mileage with it—it may interest him to know that I still have cuttings from the "Autocar" of many years ago when he was seeking details of its history. **Fenner** seeks a buyer for his 3½-litre car, whilst in Launceston **Donald O'Connor** offers his LG 45 tourer—both these cars are available at very modest prices. **Michael Bosworth** is said to be seeking another 2-litre, and **Joe Pritchard** to regret ever parting with his. **Peter Hewett** would like to exchange his close-coupled 2-litre saloon for an

open car of the same model. House purchase and attendant expenses compel **Peter Gwynn** to offer his supercharged 2-litre for sale—this is the car which was formerly owned by **Tom Griffin**. **Desmond Mahony** buys a Rapier, and there is much work in hand.

In Essex, **Jack Russell** is already planning a tour in the Scottish Highlands next year. **Geoff** and **Val Farrell** were desolated at being prevented from reaching Brimpton Grange by misbehaviour in the cooling system. **Laurence Mathews'** Edwardian Warrick tricar is complete and has attended veteran meetings. New member **Ernest Peace** exchanges an Aston Martin for a rare V 12 Rapide, and achieves an ambition of many years' standing. **George Reid**, back from Pakistan and now the owner of an LG 45, is a victim of the mischievous type G 9 gearbox assembly. In Portsmouth, **Paddy Lynch** buys **Francis Winkworth's** 3-litre and will build a light 2-seater body on to what is apparently an excellent chassis.

Fulford and many others in the Services are uprooted and away to the Mediterranean. It is profoundly to be hoped that by the time this magazine is printed the situation will be completely and peacefully in hand. These notes must close, but not without having wished every Lagonda owner and true motoring enthusiast, past, present or future, the happiest of Christmasses and a clear run in 1957.

are you a....



scratch starter?

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

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



Lubritection—BY THE REGENT OIL COMPANY

CORRESPONDENCE

25th September, 1956.

Dear Tortoise,

As you know the recent A.G.M. saw the first outing of the Rapier since its rebuild. A good many people were kind enough to say how nice it was to see it about again, and we both appreciate their good wishes.

I would, however, through the medium of the LAGONDA, like it to be known that had it not been for all the help and encouragement, in every way, that I have received from so many of the members it would not have been possible so quickly.

To them go my very sincere thanks and I hope they will enjoy seeing the Rapier in action again as much as I shall enjoy driving it.

With kind regards,

MIKE WILBY.

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

and yet more Jupe

20th August, 1956.

Dear Mr. Taylor,

I thank you for your understanding about the sufferer, my mother, who has learnt a trick or two since she's known Young.

Time has indeed healed all. Mother, foolish girl, has gone back to her A.50 blissfully ignorant of Young's *real* reason for recruiting her, which was to have an easy prospect lined-up to buy one of his clapped out specimens of the marque when he needs to unload one (we know 'em too well around here).

I am once more confidently mobile if a little embarrassed by a whacking great plate attached to the car insisting that it won't move an inch unless fed throughout with Castrol.

Yours sincerely,

BILL JUPE,

Editor,

Singapore Motor Club Bulletin.

c/o The Shell Company of Singapore, Ltd.,
Collyer Quay,
Singapore.

The ides of Aug.

My DEAR Tortoise,

How utterly *wonderful* to hear that you are out again—it seems such *ages* since you left us on your trip to the country.

This is a *delightful* place—no licensing hours; you meet *so many charming* people. There was one *quite* shattering young man—Jupp, I think he said—too fascinating except that he *would* talk 2 litres.

My dear, I *rushed* outside, and there—our old friend 9167! I had the floor boards up in a flash, kind Mr. Jupp seized my ankles as I dived into the undertray, and *there*, besides a selection of Mr. Jupp's tools, a bigammer marked "Needham" and a bundle of unpaid bills addressed to a Mr. Symonds, was that very buttoned gaiter you helped me lose so long ago!

Yours very sincerely,

Waffles Hotel,
Singapore.

LOBELIA PHLUFFIT.

15th September, 1956.

Sir

My attention has been drawn to the correspondence in the latest issue of THE LAGONDA (No. 21) under the heading of "The Jupe Affair".

I am not sure if "The Jupe Affair" is a Far Eastern drink, a rust remover, or a story from the N-w-s o- th- W-rld, but I am particularly concerned with the wording P.S.T.—Watch Wilby.

My legal advisors say this may be a mark of endearment like, "popular secretarial type watch him with admiration" or possibly "perhaps the smoothest type" on the other hand they say it could mean "psst!—keep your eye on the man he is dangerous."

Before anybody (no names now) is accused of sabotage on a D.H.C. 4½-litre I shall be pleased to have your observations.

Yours faithfully,

MIKE WILBY.

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

30th October, 1956.

Dear,

Jenolite should do. Just rub a little on and all the smoothness should disappear.

Yours faithfully,

Felden, Herts.

SIR.

6th September, 1956.

Comrade Tortoise,

Never have I been so surprised—never since my little father Igor Plonk and my little uncle Ivan Forski invented the first Lagonda in St. Petersburg in 1910—as when I saw in your bourgeois sheet a letter from a decadent capitalist Jupe.

Can this be my little Willie? Ah! My little Willie—so young, so strong, so brimming over his Austin Seven. He went, he said, to get married—my little Willie! Ha! I laugh, as you say, to bust the bra string.

I entreat you, comrade—is this my little Willie?

Yours determinedly,

KATINKA KATONK.

The Pique,
Hong Kong.

FOR SALE

New Retread 5.25 × 21, £5; also complete rear axle unit, less crown and pinion, for 16/80 James Crocker, 15 Graham Terrace, S.W.1. 'Phone: SLOane 9420 (House), MANSion House 8733 (office).

1935 4½-litre M45. Fitted with attractive brake body. Very good condition throughout. Full details from J. Foster, North Cave, Brough, E. Yorks.

Rapier Spares. Type 75 ENV pre-selector gear-box, two S.U. carburettors (good condition) magneto, starter, half-shafts, and many other parts for sale at reasonable prices. Mike Wilby, 4 Lancaster Garages, London, N.W.3.

Wanted—"Lag" cash or exchange Rover 12, 1936. W.H.Y? C. L. Mason, 216, Kings Road, Rayners Lane, Harrow, Middx.

Lagonda Special Blown V12 engine mounted amidships in Rapier chassis. Maybach gearbox out-board at rear. Brakes very good but inadequate. Reason for sale—lost interest after road trial. Suitable for rich aunt. Sensible offers only, please. Lynn Garth, Sandecotes Road, Parkstone, Dorset.

M45 Rapide sports tourer. Bodywork and mechanism in excellent condition, photographs available. £250 o.n.o.

I. R. Lyon, 14, Green Street, Stevenage, Herts. (Phone Stevenage 480, or Mayfair 7522 on weekdays.)

STOP PRESS

BILL HARTOP has secured the presentation to the Club of the official Lagonda Scrap Book covering the period from late '33 to mid '35. The book measures 15"×10"×4". Just by the way, he has also discovered a Tri-car!

PERSONAL ACCIDENT INSURANCE

With reference to the article which appeared in the last issue, Mr. Anthony Hyde-East points out that it is misleading to say that Personal Accident Policies normally exclude rallies. It would be as well, however, for members who already hold such Policies to check their Policy wording, and if in doubt to discuss the matter with their Brokers bearing in mind that the term "rally" covers events of a widely differing nature.

It is still thought that the rate offered by the second scheme mentioned in the article is a competitive one."

The Coach & Horses

AVERY ROW
GROSVENOR STREET
LONDON W.1

Beers · Spirits · Wines · Snack Buffet

London 45 miles. A40. Oxford 9 miles

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SNACK BAR EASY PARKING

PRIVATE WORKSHOP

HAVE YOUR BROKEN OR WORN
PARTS MADE OR MENDED BY
ME

J. C. STEPHENSON

6, MALL STUDIOS, TASKER ROAD
HAMPSTEAD. N.W.3 GUL 2200

NEW BATTERIES HALF PRICE FROM ACTUAL MAKER

EXAMPLES

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

*Call, write or phone
for complete price list*

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

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

GLOUCESTER : 117 Southgate Street (Gloucester 21911)

BRIGHTON : 61 Buckingham Place (Brighton 27961)

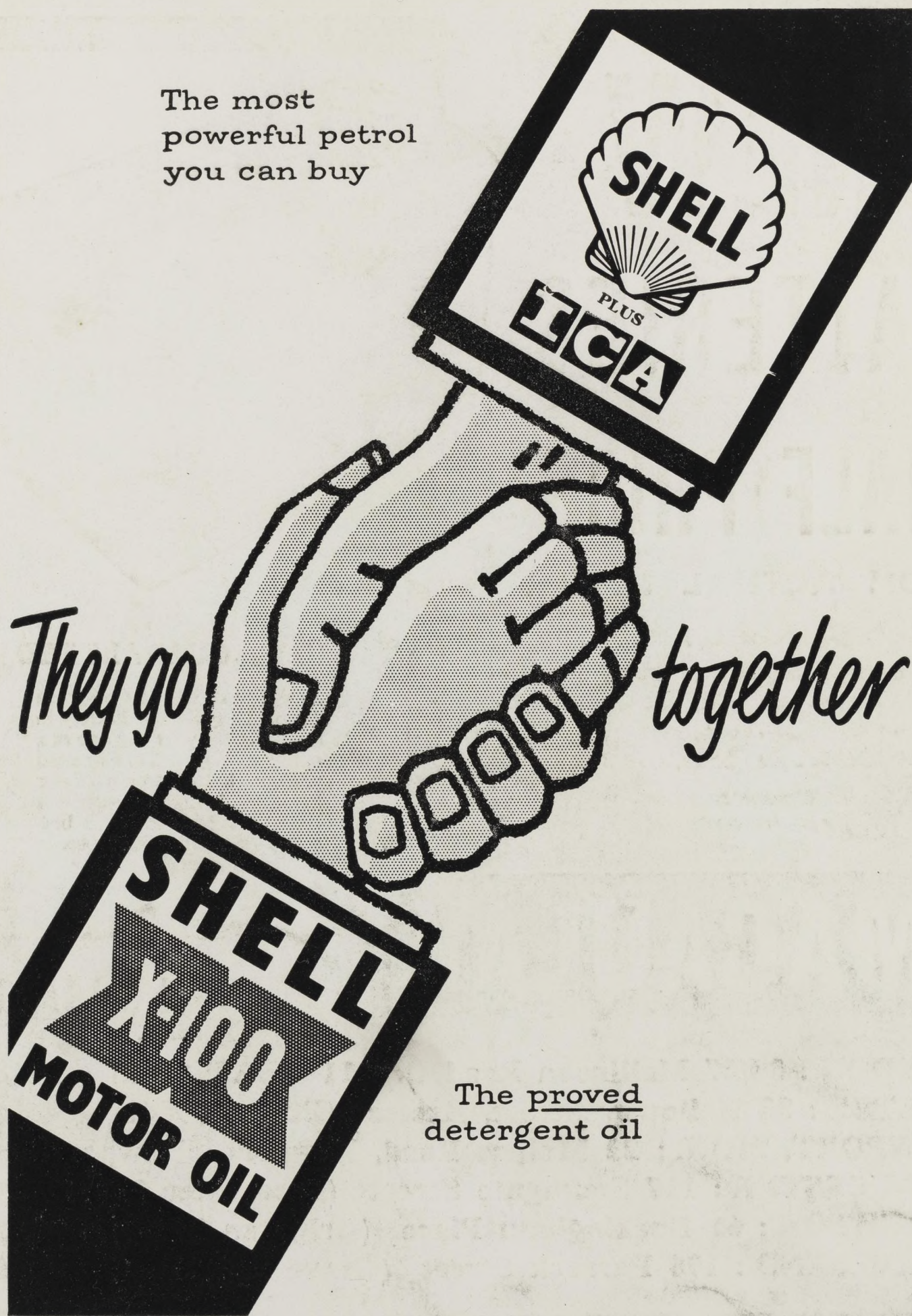
GRAVESEND : 198 Parrock Street (Gravesend 2786)



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The most
powerful petrol
you can buy



They go together

The proved
detergent oil

THE LAGONDA CLUB

ANNUAL XMAS PARTY AND PRIZE GIVING - 1956

These parties, which began four years ago in a very small way, have become increasingly popular in the Club (in 1955 over 200 present) and it is hoped that this year will be even bigger and better. If this ideal is to be reached it is essential that the 'lucky' organisers are given adequate notice of the numbers of members and friends who will be attending - such major details as the ordering of the correct quantity of beer depend directly on numbers! Hence all members can greatly assist by booking their tickets as soon as possible.

LOCATION - The Bonnington Hotel, Southampton Row, London W.C.1. This Hotel is located 300 yards due north of Holborn Tube Station and good parking, for those with petrol, can be found in the adjacent squares (Russell, Bloomsbury and Queens).

DATE - 14th. December, 1956

TIME - 7.15 p.m. for 7.30 p.m. Carriages and/or Lagondas at 11 p.m.

FESTIVE BOARD - A plate of food (cold meat and salad) per person is included in the price of the ticket, as opposed to the Buffet of previous years. Tea and coffee will be served.

FLUIDS - A full bar will be provided. "Racked" beer as last year.

ENTERTAINMENT - The general festivities will be interrupted for:-

1. A film show which, apart from a 'Shell' film, will include several personal Club colour films - Southern, Northern Rally and A.G.M.
2. Prize Giving by Mr. A.W. Fox of 'Fox and Nichols' fame (read up Le Mans).

TICKETS - These will cost 10/6 (single), £1 (double) and are unlimited, so members can entertain guests. Please fill in detachable slip below. All cheques and P.O.'s made out to Lagonda Club. Obtainable from Dr. Rexford Welch, 124 Clarence Gate Gardens, Baker Street, London N.W.1 OR R. Freeman Wright, Kodak House, Kingsway, London W.C.2.

LAGONDA XMAS PARTY - 1956

NAME -

ADDRESS -

NUMBERS - Single Double

(Please print name and address clearly)

LAGONDA CLUB CHRISTMAS CARDS

This year's attractive design, a line drawing by club member Francis Smith, depicting Father Christmas making his delivery run in what might well be an 11.1 or 11.9 has been reproduced in two colours (red and black) on a card measuring $6\frac{1}{8}$ " x $4\frac{3}{4}$ ". The price per dozen, including envelopes ($6\frac{1}{4}$ x 5) and postage to members in UK, is 6/6d. The demand for a card so attractively designed and priced is certain to be great so, in your own interests, please may we ask you to complete the form below and send it together with the necessary £-s-d - cheques, P.O.s should be made payable to 'The Lagonda Club' - as soon as possible to

Mrs Pain, Harwood, 23 Eastbury Road, Northwood, Middlesex.

----- Tear off -----

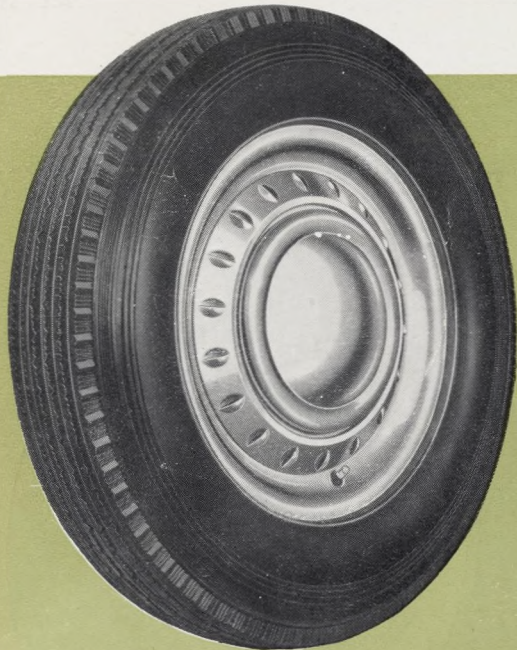
Please send dozen Lagonda Christmas Cards, complete with envelopes, post free (if in UK) to

.....	}	BLOCK.
.....		CAPITALS
.....		PLEASE

for which I enclose cheque/PO, value £ S D

Signature.....

Date.....



"TURBO-TRIM"

*- the supremely elegant
wheel discs*



"TURBO-TRIM"

*the new-style wheel discs
of unique design*

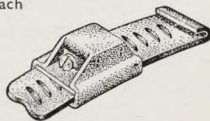
TYPE

C.1.

CHROMIUM
PLATED
On Brass

There's nothing quite so effective as a set of Ace Wheel Discs to raise the tone of a car—to give it that "Concours d'Elegance" look and effect so pleasing a transformation. "TURBO-TRIM" Wheel Discs occupy the whole space between wheel rim and hub cap. They are unique in style, superbly finished, louvred to assist brake cooling and attached to the wheels by a positive and 100% secure method. Type C.1 is made of brass, deeply louvred and all nickel-copper-nickel-chrome plated. Type A.2 is made of light alloy and has the very attractive new bright-anodised finish which is impervious to all climatic conditions—even salt spray. Fit them to your wheels and every time you look at the car, you'll be glad you fitted Ace "TURBO-TRIM" Wheel Discs. Suitable for wheels with standard or tubeless tyres.

Three or four of these Ace patent worm-drive self-locking fasteners are used to secure each disc to its wheel. The fixing is positive and independent of the hub cap. There is no risk of the disc "creeping," rattling or becoming loose.



TYPE

A.2.

BRIGHT
ANODISED
Light Alloy



"TURBO-TRIM"

*—designed to assist
brake cooling*



"TURBO-TRIM" *wheel discs*



for the connoisseur of elegance



"TURBO-TRIM" *wheel discs*

The word "TURBO-TRIM" is a registered trade-mark of Cornercroft Ltd., and may not be used to describe any other wheel disc or trim.

We also make wheel discs for cars fitted with the early type pressed steel and wire wheels and the well-known "Rimbellisher" wheel trims.

CORNERCROFT LTD

Makers of wheel discs since 1919

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ACE WORKS, COVENTRY

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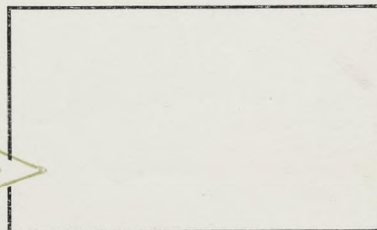
Telegrams : Discs, Coventry

and at

32, Clarges Street, Piccadilly, London, W.1.

Telephone : Grosvenor 1646.

You
may
obtain
them
from



SUITABLE FOR

TYPE C.1

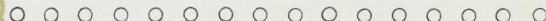
CHROMIUM PLATED

PRICE PER SET OF

FOUR AND FITTINGS

£12.0.0

ALVIS 3 litre (15" wheels)
AUSTIN Hereford (Home model
prior to April, 1952)
AUSTIN A90
ATLANTIC Coupe
DAIMLER Conquest
HILLMAN Minx
HUMBER Hawk
JAGUAR Mk. 5
JAGUAR Mk. 7 (pre Dec. 1952)
JAGUAR XK 120 (pre Dec. 1952)
JOWETT Jupiter
JOWETT Javelin (16" wheels)
M.G., T.F., T.D., Magnette and
series MGA
MORRIS Cowley
MORRIS Oxford and Isis
SUNBEAM TALBOT 90, 1953/54
WOLSELEY 4/44, 4/50, 6/80 and
6/90



TYPE A.2

BRIGHT ANODISED

FINISH

PRICE PER SET OF

FOUR AND FITTINGS

£8.10.0

ALVIS 3 litre
ARMSTRONG SIDDELEY Sapphire
AUSTIN A.30
AUSTIN Cambridge
AUSTIN Westminster
DAIMLER Century and Roadster
HILLMAN Minx, Mk. VIII
HILLMAN Minx, 16" Wheels
HUMBER Hawk
JAGUAR
M.G. 1½ litre, T.D. T.F., Magnette
and series MGA
MORRIS Oxford Series 1 and 2
MORRIS Cowley and Isis
MORRIS Minor
TRIUMPH T.R.2 and Mayflower
WOLSELEY 4/44, 4/50, 6/80 and
6/90